







# THE ILLUSTRATED LONDON NEWS

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THE MOST REMARKABLE POLITICAL CRIME IN FRANCE SINCE THE ASSASSINATION OF PRESIDENT CARNOT: MME. CAILLAUX, (WIFE OF THE FRENCH MINISTER OF FINANCE), WHO SHOT AND KILLED M. GASTON CALMETTE, EDITOR OF THE "FIGARO."

The bitter controversy which had been raging since the beginning of the present year between M. Gaston Calmette, managing-editor of the "Figaro," of Paris, and M. Joseph Caillaux, the French Minister of Finance, had a tragic sequel on the 16th. On the evening of that day, Mme. Caillaux went to M. Calmette's office and shot the editor of the "Figaro" fatally. She has said she did not mean to kill him.

Mme. Caillaux is the divorced wife of M. Léon Claretie, nephew of the late Jules Claretie, and was married to M. Caillaux in 1911, when M. Poincaré, now President of the Republic, acted as witness for her at the civil ceremony. After the shooting Mme. Caillaux was taken to a police station, and later to St. Lazare Prison. Other portraits will be found on another page in this issue.

Photograph by MASTON.





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## THE CAILLAUX-CALMETTE AFFAIR: A POLITICAL CRIME IN FRANCE.

PHOTOGRAPHS BY MARGUL.



MME. CAILLAUX, WHO SHOT M. GASTON CALMETTE, MANAGING-EDITOR OF THE "FIGARO" OF PARIS.



M. JOSEPH CAILLAUX, FRENCH MINISTER OF FINANCE, WHOSE WIFE SHOT M. CALMETTE, AN ACTION WHICH HAS CAUSED A SENSATION IN FRANCE EQUALLED ONLY BY THAT OCCASIONED BY THE ASSASSINATION OF PRESIDENT CARNOT.



M. GASTON CALMETTE, MANAGING-EDITOR OF THE "FIGARO" OF PARIS, WHO CONDUCTED A BITTER POLITICAL CAMPAIGN AGAINST M. CAILLAUX IN THAT PAPER AND WAS SHOT FATALLY BY MME. CAILLAUX.

As we note under our front page, an extraordinary sensation has been caused in France in general and in Paris in particular by the fact that on the evening of the 16th, Mme. Caillaux, wife of the French Minister of Finance, called on M. Gaston Calmette, the Managing-Editor of the "Figaro" of Paris, in his office and shot him several times, wounding him so seriously that he died soon after midnight. Mme. Caillaux was arrested; and M. Caillaux, who was by far the most prominent member of the French

Cabinet, resigned his office. The crime was a sequel to the "Figaro's" bitter political attacks on M. Caillaux, and is certain to have remarkable effect on the forthcoming General Election in France. Mobs have demonstrated in the streets of Paris, and, as a result, special precautions were taken by the police. The Republican Guard, for instance, was kept in barracks, and a special company of mounted guards was held in readiness to check demonstrations.





By G. K. CHESTERTON.

I SEE that Mr. William Archer has been calling me the Apostle of Unreason. It seems to me a specially interesting example of how Rationalism undermines the reasoning power. Mr. Archer is an able man and a lover of truth, and I am certain that nothing but Rationalism could have made him so irrational as that. For the plain and palpable modern fact is exactly the other way. There really are some writers, very modern and fashionable writers at that, who are Apostles of Unreason; and say they are. Mr. Bergson is an Apostle of Unreason. He really seems to hold that we may find out what we want by trying to get it—without knowing what it is. The late Professor William James, stimulating and sympathetic as he was, might not unfairly be called an Apostle of Unreason. Mr. Bernard Shaw has often been a serious and sincere Apostle of Unreason. He has maintained that all logic leads to killing oneself; and of the two, it is better to kill logic. Nietzsche was something like an Apostle of Unreason; he said, "We must have chaos within, that we may give birth to a dancing star." The Pragmatists are Apostles of Unreason. Nearly all the Modernists who were condemned in the Pope's Encyclical were condemned for being Pragmatists and Apostles of Unreason. Anyone who will read the Encyclical will see that I state the essential fact. Oscar Wilde set the fashion of being an Apostle of Unreason when he said that brute reason was hitting below the intellect. Dr. Brandes, the distinguished Jew and sceptic, helped to set the fashion of being an Apostle of Unreason when he said, I think, "Who knows that two and two do not make five in the planet Jupiter?" To which I answer, "I do." The question seems to me quite as senseless as saying, "Who knows that 'yes' is not the same as 'no' in the State of Maine?" I have never been to the State of Maine, thank God, but I know that "yes" is not the same as "no" anywhere. Mr. John Davidson, that unfortunate man of genius, took up the trade of Apostle of Unreason and praiser of pure force and will; and a philosophic work recently published by a French Freethinker warns its readers against reason as something that chaps and chains the sacred changes of Evolution. In short, we may really say that nearly all the people who consider themselves specially progressive, advanced, up-to-date, modernist, or futurist, are avowedly Apostles of Unreason. Practically, it comes to this, that the people who are now opposed to reason are practically all the people who are also opposed to religion.

But to say that I am opposed to reason is simply not true. I ask no better description of the Pragmatist position which denies the authority of reason than that given by Mr. Bentley's defective in "Trent's Last Case"—that it is "bad Christianity and also internal nonsense." I think the modern attempt to get rid of reasoning altogether is very like some of the attempts to get rid of fighting altogether: I think it is unmanly and unworthy of a man. Decadents may like living in a dream which they can alter at any moment to suit themselves, in which they can create causes without creating consequences, in which they can pervert the future or unmake the past. But I think a decent working man of any class, whether he is working at cube roots or cabbage roots, ought to be glad that, as he sows, so shall he surely reap. As these are my views about reason and unreason, and as I have often defended them against Mr.

Bernard Shaw, Mr. H. G. Wells, and others, it becomes a really interesting question to ask how so intelligent a man as Mr. Archer has come to consider me in so opposite a light, and where he got his notion that I am an Apostle of Unreason.

Well, I pass over what I cannot help calling the rather cheap part of the argument, which seems to consist in chaffing me with the little-known and carefully concealed fact that I cannot work miracles. Nevertheless, as Mr. Archer gloomily notes, I said at Cambridge that I thought it probable that some other people could. Well, I cannot work miracles; and I seem to remember somebody who (as I believed) could work miracles, but who was taunted in the hour of

tamed, or the fact that I have never been known to fly upside down affects the question of whether it has ever been done. A miracle is, by hypothesis, a marvel. That is to say, it is a very rare and a very unexpected thing. If it could be done by anybody at any minute, it is surely as plain as a pikestaff that it could not fulfil the function, true or false, which its supporters suppose it to fulfil. It is part of Mr. Archer's argument that miracles seem ineffectual for their purpose. I can earnestly assure him that they would be much more ineffectual if I were allowed to work them. But I cannot think that Mr. Archer takes this part of his argument seriously. It is just his passion for paradox.

Speaking as the Apostle of Reason, I now remark that Mr. Archer's difficulty resides in a definable fallacy; the confusion between the comprehension of the deduction and the comprehensiveness of the data. If he is arguing from a Monist first principle, that it is inconceivable to suppose that a Supreme intelligence could change its mind, or blasphemous to suppose that it would wish to, then his argument is quite fair; he is not bound to give up his simple faith for the sake of fragmentary manifestations which must, even for their own purpose, be few and far between. But if he is arguing from the evidence or absence of evidence, I must say frankly that I do not think he knows the evidence. I do not speak in arrogance; I did not know it myself from the ordinary good education given to an intelligent Englishman or Scotchman; I did not know it until close on middle age, when other moral problems turned my studies in that direction. History is horribly badly taught in England and Scotland; for the very natural reason that some thousand years of it has to be made out as much sillier than it was. I have only space to allude to one case; the case of witchcraft. I think a candid inquirer will come to the conclusion that some witches were really in league with invisible powers of evil, if he believes the documents—and most certainly if he believes the witches. I take the case of witchcraft for three reasons of very varying value. One is that I do not think justice has ever been done either to the truth or falsehood of that fine play, "The Witch," which Mr. Granville Barker produced. Second, and more important, because in this case one cannot be accused of mere optimistic make-believe. Nobody wants to think that their fellow-creatures had fallen under the influence of fiends. If any fairly good-natured person thinks so, it must be because he has honestly tried to face realities. I cannot say, of course, that if Mr. Archer had been told the whole truth he would have drawn the same deductions as I do. But I can say, with considerable confidence, that his pastors and masters did not tell him the whole truth; I can say it on the principle that inspires the cheerful Cockney sentiment of "Same here!" The plain truth is that lies have been told and have got to be untold. And the last and most important reason for mentioning witches is this: that nobody can begin to understand the theoretic defence of the miraculous who does not understand the idea of a positive fight against positive evil. We should be right in thinking it silly for the good angels to interfere, if none of us believed in bad angels. A miracle, if you like, proclaims martial law in the universe. But it is not unreasonable; for it may be the only way of reconciling reason with liberty.

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UNABLE TO READ HIMSELF, AND ONE OF THE CHIEF BENEFACTORS OF THE NATIONAL INSTITUTE FOR THE BLIND: MR. C. ARTHUR PEARSON.

Elsewhere in this issue we give a number of illustrations in connection with the appeal that is being made on behalf of the National Institute for the Blind, whose new buildings the King and Queen are about to open on the 15th. Mr. C. Arthur Pearson, the well-known newspaper proprietor, has been largely instrumental in establishing the Institute's new premises. In a recent interview given in the "Daily Mail" he said: "I am myself now unable to read, and I can, therefore, speak from my own experience of the immense alterations and repairs which the Braille books are bringing to the light." Mr. Pearson is Vice-President of the Tariff Reform League and was Vice-Chairman of the Tariff Commission. He was educated at Winchester, and became a sub-editor in "The Sun" by winning a competition. After being for four years manager to the late Sir George Simeon, he started "Pearson's Weekly." Among other publications which he started are "Pearson's Magazine," "Home Notes," "M.A.P.," and the "Daily Express." In 1905 he bought the "Standard," and became chief owner of the "St. James's Gazette," since incorporated with the "Evening Standard."

death with not working them, and taunted in vain. So that in pure reason, even the non-performance of miracles would not prove an impediment to perform them. Anyhow, I cannot (so far as I know, for agnosticism is too easily forgotten nowadays) work miracles. I cannot, as Mr. Archer, that demonic detective, has discovered, move the Albert Hall from London to Paris; and levitation in my own case would probably be about as difficult as in the case of the parallel structure of the Albert Hall. This is true; and it affects the question of whether miracles can happen about as much as the fact that I cannot tame lions affects the question of whether they have ever been

## MADE TO BE CARRIED ON WAR-SHIPS: A FOLDING SEA-PLANE.

PHOTOGRAPHS BY GERT.



Wings Closed.

THERE should be no underestimating of the value of the sea-plane in time of war. Many splendid flights have been made in such craft; it has been proved that they are valuable not only for scouting purposes, but for the detection of submarines running submerged. Now their utility seems certain to be greatly enhanced, for the new Short sea-plane with folding wings, here illustrated, can be carried with great convenience aboard a war-ship and be ready for service at practically a moment's notice. As in "The aeroplane in war" in general, we may quote from the book of that name: "In this it is argued that the aeroplane will dissipate the fog of war. A Commander with aeroplanes and a Commander without are contrasted. 'Thus,' it is said, 'the two armies come into conflict. One Commander-in-Chief knows everything; the other practically nothing. What is the result likely to be? One strikes boldly and surely, aware of the precise strength opposed to him. The other fumbles blindly in the dark.'"



Wings Half Open.

Left Wing Half Open,  
Right Wing in Flying Position.

Wings Folded.

WITH "WINGS" WHICH CLOSE: THE NEW "SHORT" SEA-PLANE, WHICH PACKS INTO A SMALL SPACE.

Particular interest is being taken in the Short sea-plane with folding wings; for the widespread planes of this newest of new flying-machines may be folded back close to the body, so that when in its hangar the air-craft occupies only about one-fourth of the space at present needed. This point is particularly valuable in that it makes it very convenient for a battle-ship at sea to carry a water-plane as part of her equipment; or, indeed, more than one. The wing-span of the machine, from tip to tip of the main

plane, is 70 feet. The span of the folded wings is only 20 feet. It must be noted, further, that the wings can be folded in less than a minute while the sea-plane is floating on the water. The Short sea-plane under notice is one of the best air-craft of its kind in the world, and is claimed to be the fastest. It flies at over 70 miles an hour, with five hours' fuel supply, carrying pilot, passenger, and wireless installation. In war, an aerial fleet would probably first try to put the enemy's air forces out of action.



## PORTRAITS &amp; PERSONAL NOTES.



THE LATE CANON BRISTOW.  
Canon Minister of Southwark Cathedral  
and Rector of St. Olave, Southwark.

CANON Bristow, who died at Lewisham, aged eighty, a few days ago, had been Rector of St. Olave, Southwark, since 1867, and for the previous thirty years he was Vicar of St. Stephen's, Lewisham. In 1861 he was made an Honorary Canon of Rochester. He served for twelve years on the London School Board, and had been Chairman of the Lewisham Board of Guardians.

Mr. Ernest Baggallay, whose retirement from the magisterial bench, we regret to learn is due to ill-health, has been a Metropolitan Police Magistrate since 1881, and was previously for fourteen years Police Magistrate at West Ham. He is a son of the late Lord Justice Baggallay, and married a daughter of the late Sir Walter Burrell.

Mr. George Cave, who succeeds Lord Parmoor (Sir Alfred Cripps that was) as Attorney-General to the Prince of Wales, has since 1906 sat in Parliament, as a Unionist, for the Kingston Division of Surrey. He is also Recorder of Guildford, and was for sixteen years Chairman of Surrey Quarter Sessions. Mr. Cave practices at the Chancery Bar.

Father Damien's work, and Stevenson's eulogy thereof, are called to mind by the news that Mr. Maurice Hewlett's brother,



THE REV. A. S. HEWLETT.

Brother of the novelist—about to go out as a Missionary to a Japanese Leper Settlement.

the Rev. Alfred Stephen Hewlett, intends to go out to work in the leper settlement at Kumamoto, Japan. Mr. A. S. Hewlett has since 1907 been Vicar of St. Paul, Tranners, Birkenhead. He has held several London benefices, and once spent two years on the Isle of Mull.

It was recently stated that Sir Edward Clarke intends to retire from practice before the legal Long Vacation. He has been at the Bar nearly fifty years, and has taken a leading part in many famous cases, including the "Baccarat" case and the trial of the Jameson "Raiders." He sat in Parliament as a Conservative for over twenty years, and in 1886 was made Solicitor-General in Lord Salisbury's Government formed after the first Home Rule Bill was defeated.

Mr. George Westinghouse, who died in New York on the 12th,



SIR EDWARD CLARKE.  
The famous Barrister, whose approaching retirement was recently made known.

was only twenty-two when he brought out the most famous of his many inventions, the railway air-brake which has made his name familiar all over the world. That was in 1868. The next year he obtained a patent, and



MR. GEORGE CAVE, M.P.  
Who has been appointed Attorney-General to the Prince of Wales.



A FAMOUS INVENTOR WHO HAS RECENTLY DIED: (FROM LEFT TO RIGHT) THE LATE MR. GEORGE WESTINGHOUSE, THE LATE LORD KELVIN, AND MR. CHARLES H. MENZ, WATCHING SOME ELECTRICAL EXPERIMENTS.

the Westinghouse Air-Brake Company was formed; but it was not for some years that the device found favour among the railwaymen of Europe. Mr. West-

inghouse was born in 1846 in the State of New York, and inherited mechanical tastes from his father, who was a maker of agricultural machinery. In 1863-4 he served in the United States Volunteers in the American Civil War, and was then for one year an assistant-engineer in the United States Navy. When only fifteen he is said to have devised a rotary engine, and the whole number of his inventions would make a very long list. The total capital of the undertakings to whose formation they led has been estimated at about £20,000,000 dollars, and the various works to have given employment to some 50,000



MR. ERNEST BAGGALLAY.  
The well-known Metropolitan Police Magistrate, who has retired owing to ill-health.

and in France, Germany, Russia, Italy, and Austria. In 1910 he was President of the American Society of Mechanical Engineers. He married, in 1867, Miss Marguerite Erskine Walker, of Brooklyn, and had one son.

Sir Stafford Howard, who has been made an Ecclesiastical Commissioner, was in 1886 Under-Secretary for India in Mr. Gladstone's Government. From 1893 to 1911 he was Commissioner for Woods, Forests, and Land Revenues. He represented East Cumberland in the House of Commons from 1896 to 1888, and in the latter year he was returned for the Thornbury Division of Gloucestershire. He has been twice married. His first wife, who died in 1900, was a daughter of the second Earl Cowdor. In 1911 he married Miss Catherine Mabel Cowell-Stepney, daughter of the late Sir Arthur Cowell-Stepney.

Science has suffered a great loss by the death of Sir John Murray, the famous oceanographer, who was killed on the 16th in a motor-car accident near Kirkcaldy on the road from Edinburgh to Glasgow. One of his daughters was driving, and in going down a hill the car skidded and turned over. Miss Rhoda Murray was stunned



SIR STAFFORD HOWARD.  
Who has been appointed an Ecclesiastical Commissioner.

and injured in one arm. Sir John Murray was born at Coburg, Ontario, in 1841, and came to Scotland to complete his education in 1858, and later on studied at Edinburgh University. The Challenger Expedition, with which his name will always be associated, was sent out by the Government in 1872 to sound and study the depth of various seas, and returned in 1876, after exploring and sounding all the great oceans. Sir John, who was one of the biologists, had charge of the immense collections of specimens that were made, and he spent some twenty years in compiling the "Challenger Reports," published in fifty large volumes. He also wrote other books, and made various other scientific expeditions, including explorations of the lochs and straits of Scotland. Sir John married, in 1889, Miss Isabel Henderson, and had two sons and three daughters. He received the K.C.B. in 1898.



THE LATE SIR JOHN MURRAY.  
The eminent Oceanic Explorer, of "Challenger" fame, who was killed in a motor-car accident near Edinburgh.

# A ROYAL SEAL ON THE REVIVAL OF SOCIETY'S INTEREST IN BOXING.



BOMBARDIER WELLS, HEAVY-WEIGHT CHAMPION OF ENGLAND, AND PAT O'KEEFE, MIDDLE-WEIGHT CHAMPION OF ENGLAND, BOXING BEFORE THE KING: HIS MAJESTY AT THE DISPLAY IN THE ALBANY BARRACKS.

The King set his seal on the great revival in Society's interest in boxing when, for the first time since his accession, he witnessed boxing contests the other day—in the Riding School of the Albany Barracks. The boxing and regimental display aroused much interest, and nearly fifteen hundred officers and men were present. His Majesty entered as Digger Stanley, the bantam champion, was giving a three-round exhibition

with Willie Morgan, the ex-amateur bantam champion; and, amongst other events, saw a salure match, boxing by Bombardier Wells, the heavy-weight champion of England, and Pat O'Keefe, middle-weight champion of England; catch-as-catch-can wrestling, épée contests, and a display of sword-tricks. Before visiting the tournament the King dined at mess with the officers of the 2nd Life Guards.



## AN IRON SHIP BROKEN UP IN HALF-AN-HOUR! A REMARKABLE WRECK.

DRAWING BY JOHN FARQUHARSON. PHOTOGRAPHS BY GIBSON AND SONS AND TOPICAL PRESS.



BROKEN UP IN ABOUT HALF AN HOUR: THE SWEDISH BARQUE "TRIFOLIUM" WRECKED ON THE NORTH SIDE OF SENNEN COVE.



AT THE MOMENT AT WHICH SHE BROKE ASUNDER AFTER SEVERAL TREMENDOUS WAVES HAD BATTERED HER: THE "TRIFOLIUM" WRECKED.



AT LOW WATER, THE WRECK OF THE "TRIFOLIUM"—THE BOW.

The Swedish barque "Trifolium," 503 tons, bound from Cardiff to Bahia Blanca with a cargo of coal, was wrecked on the north side of Sennen Cove, Land's End, the other day. During rough weather on the Saturday night the captain and the second mate were lost overboard. On the Sunday morning the ship drifted ashore, with the crew in the rigging, before the lifeboat could give help, and waves broke over her. Six men were brought ashore by means of the rocket apparatus after they had jumped into the sea to reach



THE WRECK OF THE "TRIFOLIUM": A STERN VIEW.

the boat. Two men were washed ashore dead and one other is missing. The vessel, which was built of iron, was broken up entirely in about half an hour. Mr. Farquharson makes a note in connection with his drawing that "it was also on March 15 that the 'Khyber' was lost, with twenty-three hands, nine years ago, a few miles further south than the spot which witnessed the disaster to the 'Trifolium.'" The coastguard men, especially Chief Officer Oddy, showed great heroism in the work of rescue.



# ONE-MAN REGULATION OF THE GREAT LOCKS OF THE PANAMA CANAL.

REPRODUCED BY COURTESY OF THE "SCIENTIFIC AMERICAN" (SEE ARTICLE ON PAGE 441 AND OTHER ILLUSTRATIONS OF THIS ISSUE).



A WORKING MINIATURE OF THE LOCK IT OPERATES: A CONTROL-BOARD OF THE CANAL, SHOWING CONDITION OF GATES, HEIGHT OF WATER, AND ALL OTHER NECESSARY DETAILS.

"The control-boards are approximately operating miniatures of the locks themselves. They have indicating devices which always show the exact position of valves, lock gates, chains and water-levels in the various lock-chambers, and so far as was necessary are synchronous with the movement of the lock machinery. The side and centre walls of the locks are represented on the board by cast-iron plates, and the water in the locks by blue Vermont marble slabs. In designing the indicators efforts were made to represent the actual machines the operations of which were to be indicated. For example, the chain-fender index consists of a small aluminium chain representing the larger chain

of the lock itself. Just as the large chain is lowered into a slot in the bottom of the lock, so the small chain is lowered into a slot in the top of the board. With equal fidelity the mitre gate is reproduced. The mitre gate indicator consists of a pair of aluminium leaves or pointers, which represent a pair of the large mitre gates and which move in a horizontal plane just above the marble slab representing the water in the lock. . . . The rising stem gate valves of the locks . . . occur in pairs. . . . The indicators for these valves . . . may well be likened to miniature elevators, the cars being used to indicate the positions of the valve-gates."



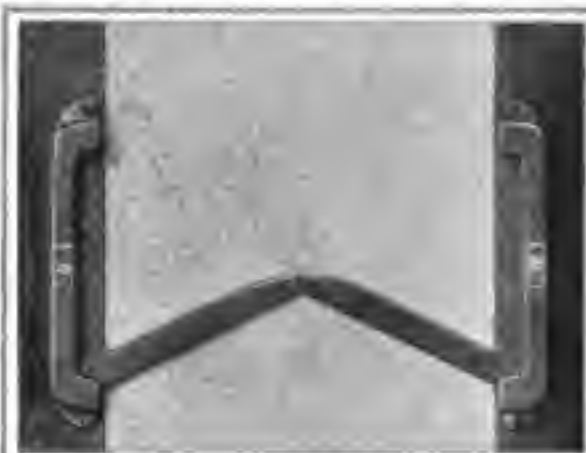
## WORKED BY MECHANISM UNLIKE ANY OTHER: THE PANAMA

BY COURTESY OF THE "SCIENTIFIC AMERICAN" (SEE OTHER PAGE)

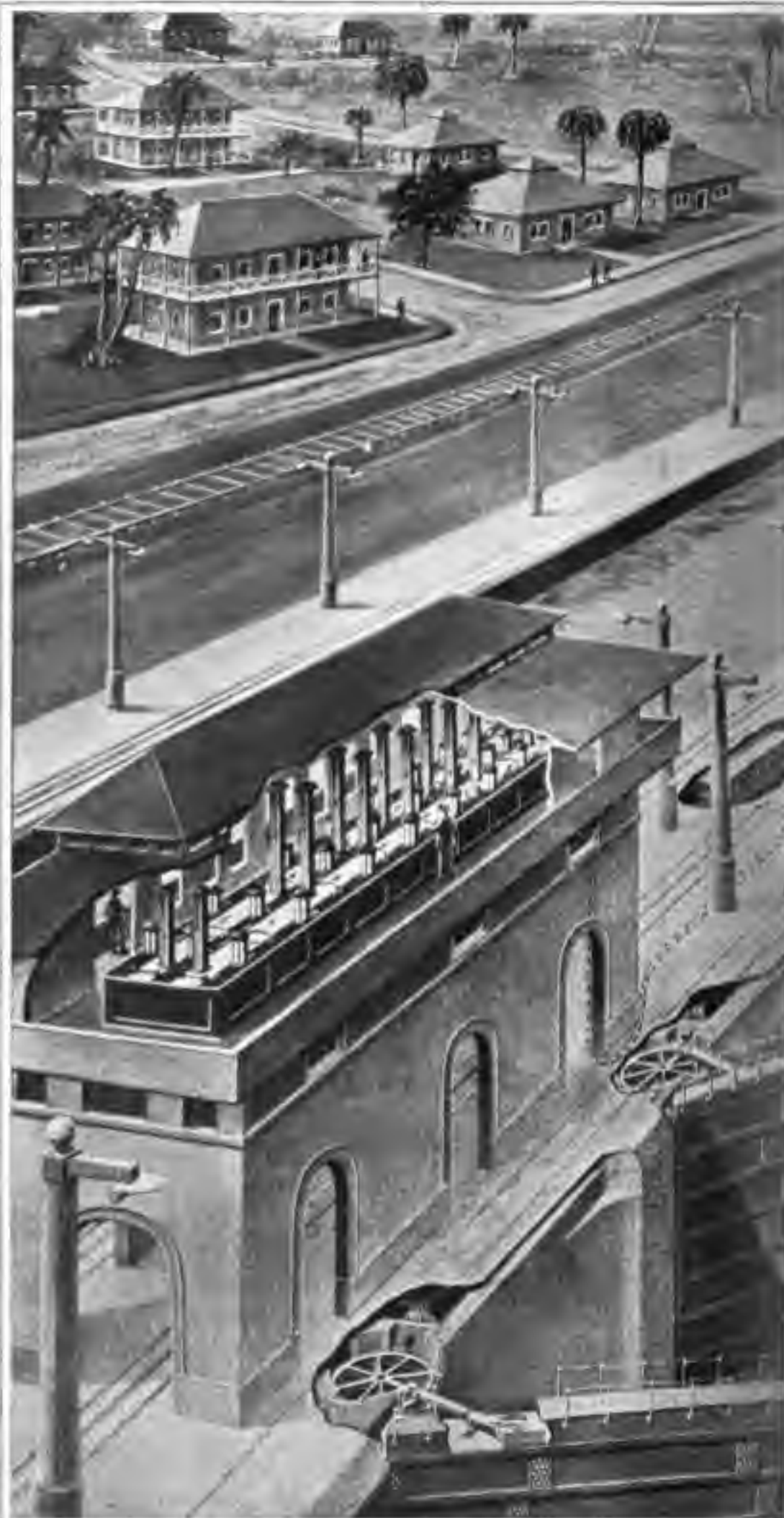


THE FIFTY-FOOT WATER-LEVEL INDICATOR (LEFT) WHICH SHOWS WITHIN HALF AN INCH THE ACTUAL LEVEL OF THE WATER IN THE LOCK, AND THE RISING STEM VALVE INDICATOR, LINKED TO A MINIATURE ELEVATOR.

THE enormity of the Panama Canal locks made it highly desirable that all operations should be centralized. The flight of locks at Gatun, for example, extends over a distance of 8152 feet, and the principal operating machines are distributed over a distance of 4115 feet. The Isthmian Canal Commission decided that the locks must be electrically controlled from some central station in each case. Great electrical control-boards have, therefore, been especially invented . . . control-boards which are so ingeniously conceived and constructed that a single man, who need



PART OF THE LONG SLAB OF BLUE MARBLE REPRESENTING THE WATER IN THE LOCK, WITH A PAIR OF ALUMINUM LEAVES, OR POINTERS, WHICH REPRESENT A PAIR OF THE LARGE MITRE GATES.



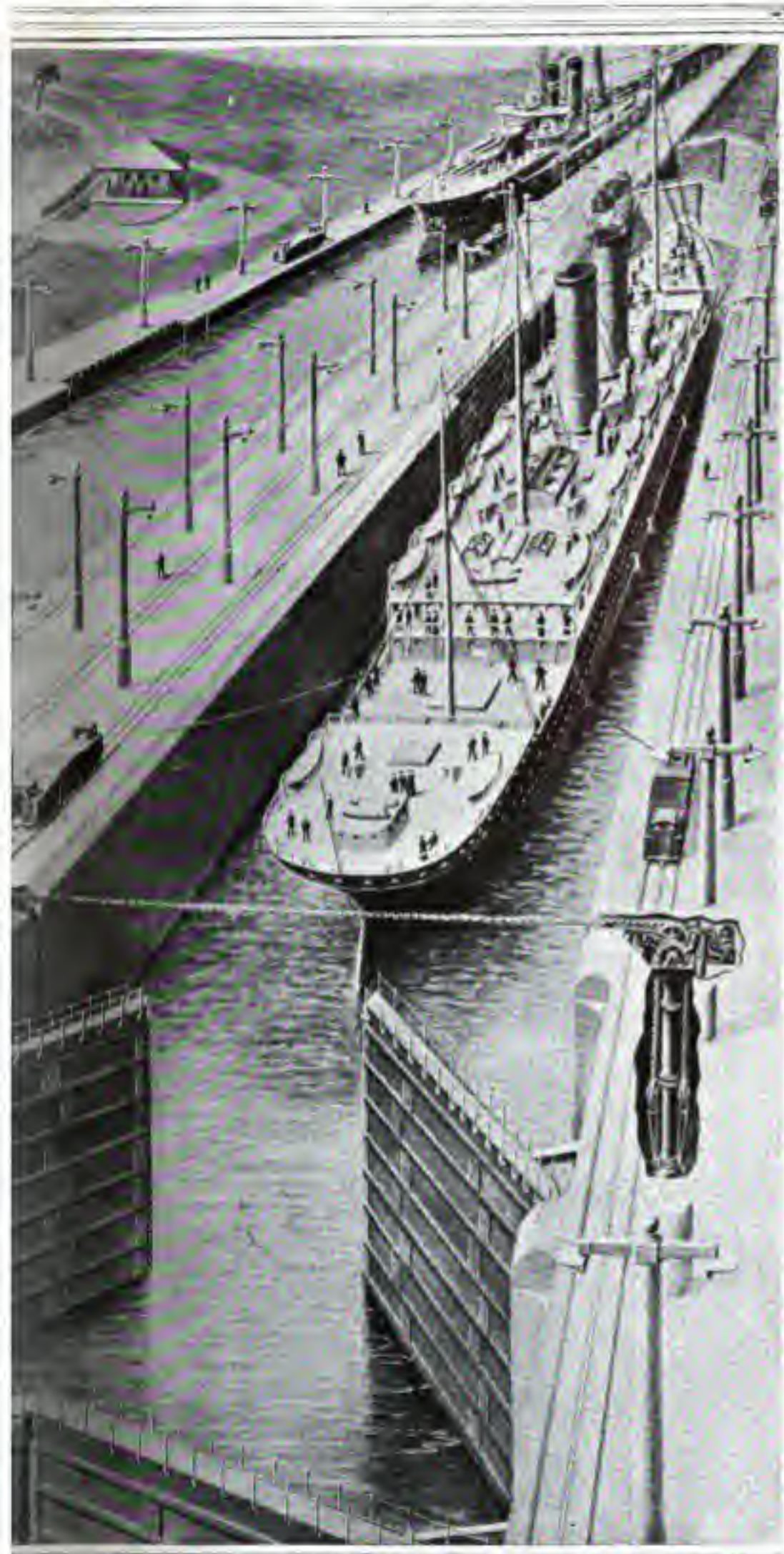
A CONTROL-HOUSE, WITH ITS CONTROL-BOARD; GATES

proceeds under the power and control of four electric locomotives—two forward to take it along, one on each side, and two others astern, one on each side, to keep the vessel in the middle of the waterway and to stop it when it has reached the proper point, and to prevent it from moving forward too rapidly. After the vessel comes to a full stop in the forebay, its position is given by the towing master to the switch-board attendant, who, by moving a control switch lever, causes the lowering of the fender-chain and the miniature fender



# ANAL--THE CENTRAL CONTROL OF THE ENORMOUS LOCKS.

ILLUSTRATIONS IN THIS ISSUE AND AN ARTICLE ON PAGE 444.



LOCK; AND THE CHAIN TO STOP "RUNAWAY" SHIPS.



THE CHAIN-FENDER IS IN USE WITH ITS SMALL ALUMINUM CHAIN, REPRESENTING THE LARGE CHAIN OF THE LOCK ITSELF, WHICH IS LOWERED INTO A SLOT AND RAISED AS IN THE LARGER CHAIN.

never see the ships which are passing through the Canal, opens and closes lock gates weighing many tons and governs the course of thousands and thousands of gallons of water." We quote the "Scientific American," and add the following notes, also from that paper, as to certain of the illustrations on this page: "In front of all the moving gates which are exposed to the upper lock level and also in front of the guard gates of the lower end are chain-fenders. These chains are sent when the gates behind are closed and are lowered when the gates are opened for the passing of a ship. . . .

If a ship approaches the gate at a dangerous speed and runs into the chains, the chain is paid out in such a way as to stop the ship gradually before it reaches the gates. . . . The control-boards are approximately operating miniatures of the locks themselves. . . . Let us now take a vessel through a set of locks: It proceeds into the lock moving either under its own power or that of a tug, and comes to a full stop. It then



THE UNDERSIDE PART OF A CONTROL BOARD SHOWING THE ELABORATE INTERLOCKING SYSTEM, WHICH COMPELS THE OPERATOR TO MOVE THE SWITCH HANDLES ALWAYS IN A CERTAIN AND PROPER ORDER.

chain on the control-board after the lock gate is in the proper position. Now the vessel advances into the lock by means of the electric locomotives. The fender-chain is raised, and then the massive gates are shut behind, the miniature control-board gates in the meantime indicating this movement. When the water on opposite sides of the gates in front of the vessel has been raised or lowered, as the case may be, until the water on both sides is at the same level . . . these gates are opened and the boat is pulled into the next compartment, and so on."





### "The King's Ships."

The record of the six books which are to contain Lieut. Lecky's sumptuous and encyclopædic history of the King's ships (Horace Murray, London) has lately been issued, and fully bears out the high promise of the initial volume. The series of illustrated narratives of war-vessels whose names are now on the Navy List is carried down through those beginning with "C" and "D" to *Encounter* among the "E's," with those names which are not at present in use in tabular appendices. Without counting the latter, there are in these two volumes many hundreds of ships thus dealt with; and the tales of the stirring deeds of British seamen will make a strong appeal to all who love the sea and cherish a regard for those who have braved its perils in the cause of their country. There is much more in these historical records than can be found in the published annals of the Navy; for, although good use has been made of printed books, from many out-of-the-way sources, and from original records, the author has also gathered up curious and attractive items of nautical lore. In this way, he has lightened that more solid store of material of historical and national interest which gives the work an incalculable value to all students of naval matters. Authoritative and comprehensive as is the letterpress, it may be said without

dispraise that to the many the illustrations will probably prove the more attractive feature of the work. They are to be found on every page—pictures of ships, portraits of naval worthies, and representations of battle or storm: nearly all of contemporary date and the handiwork of celebrated marine artists. From many collections the pictures here reproduced have been drawn, some of them for the first time; and in their selection and arrangement, as throughout the book, there is continued evidence of careful research and industry into which the author must have put all his heart. Some idea of the plan of illustration may be obtained from the pictures which are here reproduced. In the story of the nine vessels which have borne the name of *Dreadnought* no fewer than ten pictures are given. Among them we have, besides those given on this page, the second

### "Customs of the World."

There is a fascination about curious customs in these days of dull routine and drab monotony; a symptom, doubtless, of that revolt against the tyranny of the commonplace which to-day finds expression in the craze for dressing-up. A veritable feast of such fascination is provided in the two handsome volumes entitled "Customs of the World" (Hutchinson), in which is bound up the complete work that originally came out in parts. This work, which is edited by Mr. Walter Hutchinson, contains "a popular account of the manners, rites, and ceremonies of men and women in all countries," and is profusely and excellently illustrated. There are in all 31 colour-plates, 5 maps, and 1443 reproductions in black and white, mostly from photographs. Dr. A. C. Haddon contributes an introductory survey, and the title-page bears the names of thirty-three eminent authorities who are among those responsible for the letterpress. The list, which includes Sir Harry Johnston, Sir Sven Hedin, Dr. C. G. Seligmann, Sir George Scott, Sir Richard Temple, and the Earl of Romilly, is a guarantee of the ethnological value of the contents. The work deals much more fully, of course, with primitive and coloured races than with the European nations. The cumulative effect of all the extraordinary illustrations, while broadening the reader's outlook and sympathies, and



BUILT AT DEPTFORD AND LAUNCHED IN 1905, THE FIRST "DREADNOUGHT" OF THE BRITISH NAVY.

By permission from Mr. Edward Fraser's "Chronicles of the Fleet" (Maritime). The first "Dreadnought" was a vessel of 491 tons, carried two masts, and had an armament of 41 guns. She was one of the fleet with which Drake "singed the King of Spain's beard," and fought against the Armada and in many other battles. She was twice rebuilt, and was finally broken up in 1946. From "The King's Ships."

### THE KING'S SHIPS. By William Stirling Lecky. Illustrated by George Fraser.

*Dreadnought* at the Battle of Solferino in 1672; and the third in the battle off Cape Passaro in 1718. These are contemporary pictures, as is that of the fourth *Dreadnought* as Captain Maurice Suckling's ship in the famous fight off Cape Frangin on Oct. 21, 1757. Nelson at Trafalgar referred to his uncle's battle as a good omen. "The King's Ships" should find a place in every public library and private collection of standard books.



CALLED BY DICKENS "THE WOODEN WHOPPER OF THE THAMES," THE TRAFALGAR "DREADNOUGHT" AS A HOSPITAL SHIP.

After a picture by H. C. Smith. Engraved by E. W. Pears. In 1805 the "Dreadnought" was covered off Greenwich and became the Seamen's Hospital. In 1810 she was taken away and broken up, and the "Dreadnought" Seamen's Hospital, after using another three-decker, was transferred to the shore in 1810. From "The King's Ships."



THE "DREADNOUGHT" THAT FOUGHT AT TRAFALGAR: THE SIXTH VESSEL OF THAT NAME IN THE NAVY—OFF CADIX IN 1805.

From an Old Painting at the Royal United Service Institution. The sixth "Dreadnought" was a 94-gun ship of 2011 tons, and had a crew of 2200 men. She was launched at Portsmouth on June 12, 1801. Just previous to the battle of Trafalgar the "Dreadnought" took part in the blockade of Cadix. From "The King's Ships."

dispraise that to the many the illustrations will probably prove the more attractive feature of the work. They are to be found on every page—pictures of ships, portraits of naval worthies, and representations of battle or storm: nearly all of contemporary date and the handiwork of celebrated marine artists. From many collections the pictures here reproduced have been drawn, some of them for the first time; and in their selection and arrangement, as throughout the book, there is continued evidence of careful research and industry into which the author must have put all his heart. Some idea of the plan of illustration may be obtained from the pictures which are here reproduced. In the story of the nine vessels which have borne the name of *Dreadnought* no fewer than ten pictures are given. Among them we have, besides those given on this page, the second



THE "DREADNOUGHT" IN WHICH KING GEORGE SERVED: THE EIGHTH OF THE NAME, AND THE IMMEDIATE PREDECESSOR OF THE PRESENT EPOCH-MAKING VESSEL.

The eighth "Dreadnought" was a 4-gun two-masted screw-turret ship launched at Portsmouth in 1875. She was of 10,820 tons, 4000 horse-power. Between June 8, 1884, and April 20, 1885, Prince George of Wales, now King George V., served in this ship as a lieutenant. From "The King's Ships."

impressing him with the marvellous diversity of the human species, at the same time leaves on the mind a somewhat bizarre impression. Especially is this the case with the pictures of weird costumes and bodily distortions. In the European section of the work probably the unusual predominates. A nation's ceremonial survivals are not generally typical of its every-day life. One would not base a study of English life on such events as the Hobby Horse procession at Padstow. But with primitive tribes, even their most ordinary proceedings may assume something of the character of a pageant or a pantomime. The customs these volumes describe and depict are more fantastic than any pantomime, and also far more interesting, as representing real scenes from the human comedy. Incidentally, it may be added, they afford a perfect mine of suggestions for fancy dress.

# THE NEW RULER IN HIS CAPITAL: THE MPRET OF ALBANIA AT DURAZZO.

PHOTOGRAPHS BY LUDWIG-PRINCE BORN, FRANKFURT, AND BERLIN.



IN A PALACE WHICH IS SAID TO BE RESIDED—THE SACK OF THE PRINCESS OF ALBANIA IN THE KUMAR AT DURAZZO CAPTION OF THE NEW STATE OF ALBANIA.



FOR SIMPLE HOME OF THE PRINCE AND PRINCESS OF ALBANIA IN THE CAPITAL OF THE NEW STATE. A VIEW IN THE DECEPTION-BURN OF THE KUMAR AT DURAZZO.



IN THE CHIEF STREET OF DURAZZO: PART OF THE CROWD WHICH WELCOMED THE NEW RULER.



WITH ALBANIAN BOYARDS, INCLUDING ADDRESSES, IN THE FOREGROUND: OFFICIALS AND PROMINENT PEOPLE IN DURAZZO GATHERED TO MEET THE ARRIVAL OF THE FIRST RULER OF THE NEW STATE OF ALBANIA.



WELCOME TO THE NEW RULER—GUN WHICH FIRED A SALUTE FOR THE NEW EUROPEAN SOVEREIGN.



A NEW SOVEREIGN OF EUROPE AND RULER OF A COUNTRY WHICH HAS BEEN DESCRIBED AS ALMOST AS LITTLE KNOWN AS AFGHANISTAN: THE MPRET OF ALBANIA AND HIS WIFE ON THEIR ARRIVAL AT DURAZZO ON MARCH 7.



SHOWING ESSAD PASHA WEARING A LIGHT FEZ: A GROUP FROM THOSE AWAITING THE ARRIVAL OF THE NEW RULER OF ALBANIA.

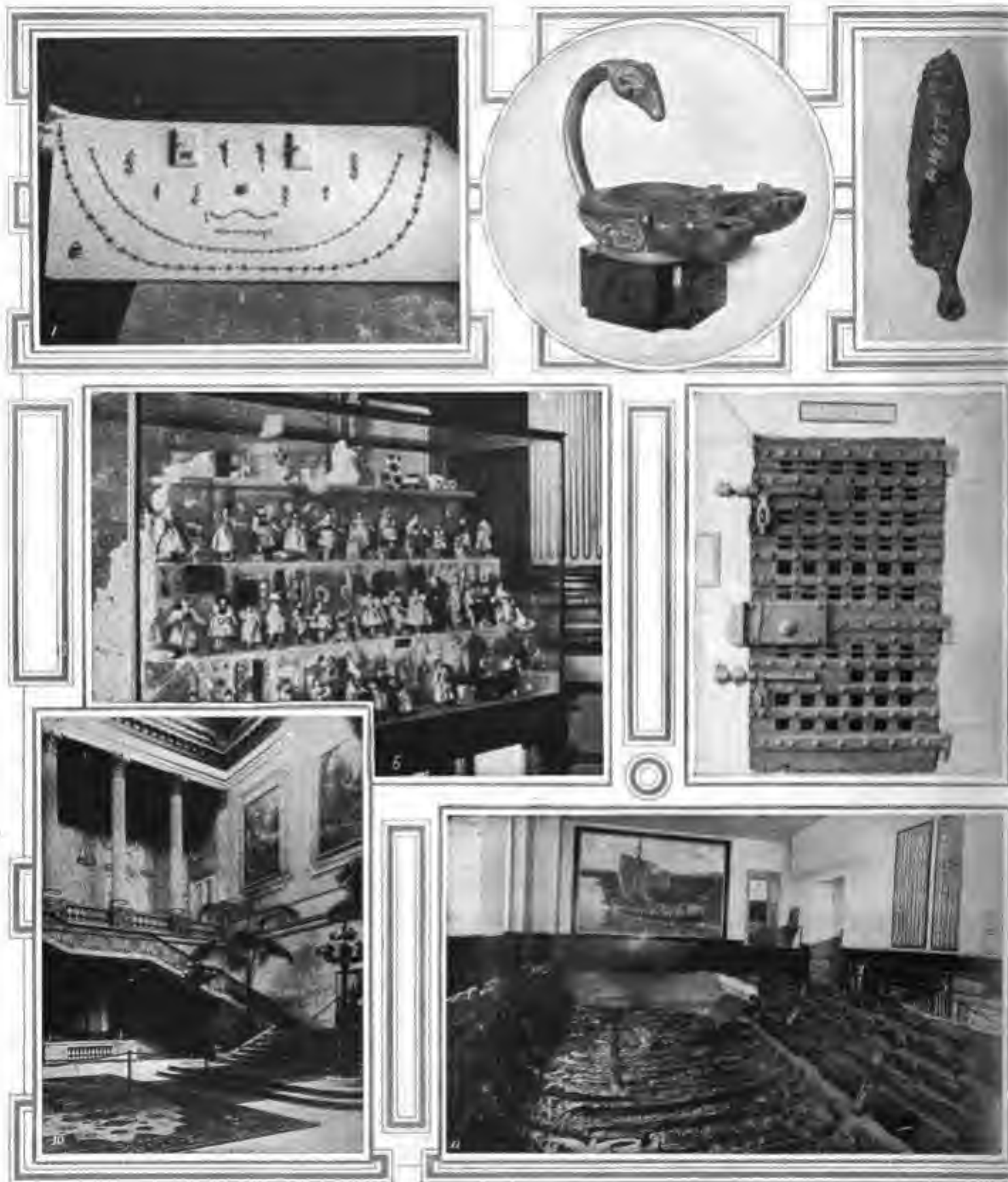
The new ruler of Albania arrived at the capital, Durazzo, accompanied by his wife, on March 7. He was welcomed by the chief officials of Durazzo and Valona, the Mayor, Essad Pasha, the Prefect of Durazzo, the Dutch General of the Albanian Gendarmerie, the Consular body, and the leading ecclesiastics, as well as, later, by the people. Salutes were fired by the war-ships and the land batteries. At night, the festivities ended by a general illumination of the city; and fireworks were let off on the sea-front. Meantime, it continues to be evident that the new Sovereign in Europe has a very difficult time

before him. Apart from outside questions, it may be remembered that Albania has been described as being almost as little known as Afghanistan, and it has been said of it that there is no other country with which it may so well be compared. It is pointed out, as an example, that in Central Albania, as among the Pathans, the land is so throttled by the blood-feud that ordinary human intercourse is almost impossible. In the last photograph Essad Pasha is seen wearing a light fez. On the right is the Dutch General of the Albanian Gendarmerie. On the left is Austria's representative.



# LONDON'S MUSEUM OF HER OWN HISTORY IN A NEW HOME:

TEN PHOTOGRAPHS SPECIALLY TAKEN FOR "THE"



1. BURIED NEAR ST. PAUL'S IN ELIZABETHAN OR JACOBÆAN TIMES: JEWELLERY FROM OLD LONDON.

2. FOUND IN THE THAMES AT GREENWICH: AN OLD BRONZE LAMP.

3. REMARKABLE BECAUSE OF THE TYPE USED IN FRANCE AND SWITZERLAND: RAZORS OF UNUSUAL FORMS FOUND IN THE THAMES.

4. OF THE STONE AGE AND THE BRONZE AGE: STONE HAMMERS, FOUND ON THE SITE OF A FINE DWELLING AT BRENTFORD: A BRONZE AXE AND A BRONZE CHISEL.

5. EXAMPLES OF WARE PRODUCED FROM 1745 UNTIL 1760: CHELSEA PORCELAIN.

6. ALL DRESSED BY QUEEN VICTORIA: DOLLS FROM HER LATE MAJESTY'S COLLECTION.

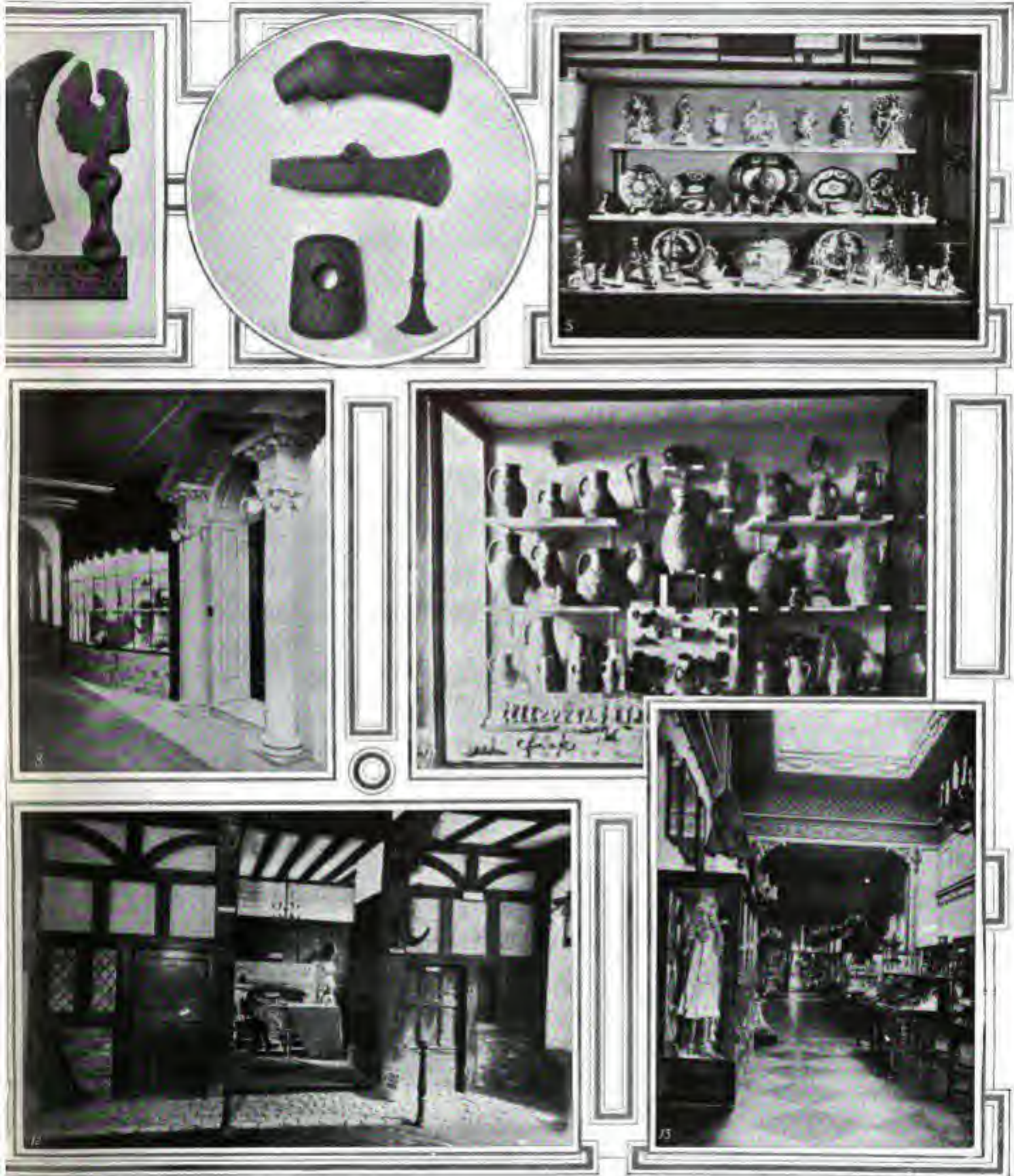
7. A RELIC OF A VERY FAMOUS LONDON GATE: THE MAIN ENTRANCE-DOOR OF NEWGATE.

The London Museum is now in Stafford House. The King and Queen arranged to visit it in its new home on Friday, March 20, and, nothing unforeseen occurring, it will be opened to the public on Monday, March 23. The collection comes, soon after its formation, from Kensington Palace. It grew so rapidly there that the restricted space could not accommodate everything; the lighting, moreover, was bad. Stafford House, which has been altered somewhat structurally, makes a far finer home for the treasures, all of which are, as it were, object-lessons in history and, particularly, in the history of London. The arrangement of the exhibits is chronological. In the first room, for instance, are relics of London of the Earlier and Later Stone Age, of the Bronze Age, and of the Iron Age. Amongst the things on show there are, it need not be said, a number which are of outstanding interest. We have room here to mention but two points. First of all, there are to be seen those remains of an ancient Roman boat, the first to be discovered in this country, which were found



# ITEMS FROM THE COLLECTION NOW IN STAFFORD HOUSE.

ILLUSTRATED LONDON NEWS: THREE BY PHOTO PRESS.



8. REMOVED FROM LINCOLN'S INN FIELDS: A SEVENTEENTH-CENTURY TOY-SHOP.

9. DATING FROM THE FOURTEENTH AND FIFTEENTH CENTURIES: POTTERY, PERSONAL ORNAMENTS, KEYS, ETC.

10. THE FINE WAY INTO THE LONDON MUSEUM'S NEW HOME: THE ENTRANCE-HALL OF STAFFORD HOUSE.

11. FOUND ON THE SITE OF THE NEW COUNTY HALL: REMAINS OF A ROMAN BOAT.

12. FROM VARIOUS PLACES: AN EIGHTEENTH-CENTURY STREET SCENE—DOORWAY FROM BROMLEY-BY-BOW AND FULHAM; THE RISING MOON SIGN FROM HOLYWELL STREET; AND THE INTERIOR FROM CHURCH ROW, FULHAM.

13. INCLUDING THE EDWIN ARREY COLLECTION: DRESS IN THE COSTUME-ROOM.

buried under twenty feet of mud, during the excavations for the new County Hall for the London County Council. The vessel was about fifty feet long and sixteen feet in beam, and shows signs of having been destroyed and sunk. Amongst various articles found in it were three coins marking its age; and, doubtless, it formed part of the first British Fleet ever built, that of Carausius, the Roman Admiral who fitted out a fleet of galleys against Northern pirates, and, in 286 A.D., set himself up as Roman Emperor in Britain, where he ruled for seven years. It may be mentioned also that there are on show a number of examples of gold and silversmith's work which, either in Elizabethan or Jacobean times, were buried at a spot near St. Paul's Cathedral. These were found rather over a year ago, and five of the articles are now in the British Museum, in a case in the Gold and Gem Room for the display of "Anglo-Saxon, Foreign, Teutonic, and Later Jewellery." The remainder are those pieces now in the London Museum. The London Museum owes its new home to the generosity of Sir William Lever.



**"Birkenhead" Discipline in the Training-Ship Fire: The "Wellesley" Burning in Shields Harbour.**

THE FIRE FROM WHICH 300 BOYS ESCAPED: THE "WELLESLEY" TRAINING-SHIP, ONE OF THE LAST OF THE "WOODEN WALLS," ABLAZE.

Through excellent discipline, and a spirit such as that which animated the crews who saved the "Birkenhead" when she went down, the 300 or so boys on board the training-ship "Wellesley" in the Tyne were safely removed when the vessel was destroyed by fire on the 17th. She eventually sank.

There were several instances of heroism on the part of the boys in helping comrades from places of danger. Four who were trapped in the carpenter's shop were only rescued by the woodwork of a window being cut away. The "Wellesley," formerly H.M.S. "Boscawen," was built at Woolwich and launched in 1844.

**In the Track of "White Wolf": In a Chinese Town Sacked by the Brigands.**

LIUANCHOW AFTER IT WAS SACKED BY "WHITE WOLF": A VIEW FROM OUR CORRESPONDENT'S VERANDAH LOOKING SOUTH.



SHOWING A NUMBER OF BURNT-OUT HOUSES IN LIUANCHOW: A VIEW FROM THE SAME VERANDAH LOOKING NORTH-WEST.

A CORRESPONDENT, who was the only Englishman who witnessed the scenes he describes, writes to us from Shanghai: "The notorious 'White Wolf' and his band of outlaws crossed from the Honan province, and attacked the city of Liuanchow, Anhwei, at daylight on January 25. Within an hour his men were sweeping along the streets: 'The Old White Wolf has entered the city. All keep quiet in your houses.' The three hundred soldiers in the city had only armed the day before; so when some of the soldiers who had been 'performing' in the city for a few days stood at ease from behind, the soldiers declared the city people were traitorous and shot outside the North Gate. Thus the soldiers rushed all down in at the South Gate and began work.

Before 11 a.m. they had set fire to many places; and as a strong S.E. wind was blowing all that and the following day, the city was soon devastated. All the business houses were gutted. About 2000-miles of the city was burnt. A mere fringe of poor houses from south to north via the East Gate was left. It was windward of the fire and the camping-places of the brigands. 'Ravishing, looting, burning, and killing' were the methods used. One Roman Catholic priest was shot and killed; two nuns were carried off some thirty miles west and then allowed to return; while a fourth escaped to the temple of the god of war. Fifty-two hours was the length of their stay, but it will not be forgotten in fifty-two years."



GUTTED RUINS IN LIUANCHOW: A VIEW LOOKING NORTH FROM THE DRUM TOWER.

Early in February the depredations of "White Wolf" and his band of brigands began to be seriously regarded by the Chinese Government. "White Wolf" himself is a discharged officer of the Chinese army, and among his desperadoes are many other ex-army officers and men. At the time of the revolution, it is said, he offered to support the Republic, but a provincial Governor foolishly executed his messengers, and "White Wolf," enraged, turned bandit. He began in the province of Hupah, and



SEEN FROM A CORNER OF THE MAIN STREET IN LIUANCHOW: RUINED BUILDINGS.

marched through Hosen and Anhwei, striking and pillaging one town after another. His force is variously estimated at between 1000 and 6000 men. Our correspondent quoted above mentions that at Liuanchow he himself attended to over 300 wounded. The bodies of 27 Chinese soldiers were found outside the North Gate. The brigands, he says, were fanatically dressed, and their screaming and their agility in climbing buildings had a paralyzing effect on the inhabitants.



# RACING BOXERS AND OTHER DOGS: A NEW SPORT FOR GERMANY.

PHOTOGRAPHS BY INTERNATIONAL ILLUSTRATIONS VERLAG, AND NEWSPAPER ILLUSTRATIONS.



1. A "WINDHUND" RACE.

2. BOXERS RACING.

3. DURING WHAT ARE DESCRIBED AS THE FIRST RACES FOR THOROUGHBRED DOGS IN GERMANY: THE COURSE—217 YARDS LONG AND 11 YARDS WIDE.

4. AN OBSTACLE-RACE FOR DOGS: TERRIERS TAKING A HURDLE.

5. THE START OF A RACE FOR DOGS: FOX TERRIERS ON THE LINE.

The German has taken to dog-racing and, according to the "Berliner Lokal-Anzeiger," the contests recently held at the Leipzig Aerodrome, at Mockau, were the first races for thoroughbred dogs held in Germany. It will be noted that the German does not intend to confine the competitions to the breeds usually utilized for the purpose here. For example, he will race boxers, of the breed shown in Photograph No. 2. For all

that, it must be noted that each race on the occasion mentioned was limited to dogs of a particular kind. The boxer, to which we have already referred, is well known in Germany and Holland, and, after the dachshund, is the most popular dog in Germany. He is a "series" of bull-dog character, though he is less "bull-doggy" than he was. The height for dogs is 21½ inches; and that for bitches, 20 inches.



## PITY THE BLIND: LITERATURE, ART, MUSIC, AND GAMES

PHOTOGRAPHY SPECIALLY TAKEN FOR

THE King and Queen arranged to open the new buildings of the National Institute for the Blind, in Great Portland Street, London, on March 19. A powerful appeal for a sum sufficient to complete and equip these buildings and to secure an adequate Maintenance Fund is being made. In all, some £30,000 is urgently needed for the buildings; and it is hoped that at least £100,000 will be secured for the Maintenance Fund. It gives us great pleasure to give publicity to this fact, in the hope that many readers of "The Illustrated London News" will find it in them to subscribe to a work whose value cannot be overrated. Amongst other things, a particular endeavour is to be made in the new premises to produce much more cheaply than hitherto books in Braille, to say nothing of pictures in Braille and games in Braille, which have necessarily been very expensive in the past. The Institute, indeed, will print and distribute Braille embossed books, magazines, and newspapers covering almost the complete



A BRAILLE TOY FOR A BLIND CHILD — IN SHEET AND COMPLETE.



A MODERN LINER IN BRAILLE —



A PAGE OF RAISED MUSICAL SIGNS AND THE BRAILLE EQUIVALENTS.



A PAGE FROM A BRAILLE BOOK OF GAMES, AND BRAILLE DOMINOES.



A BRAILLE ARTIST PUNCHING A DESIGN FOR THE BLIND.

sunshine. There are a few trades and professions in which the blind are able to make a living. There are over sixty blind organists in this country, and some of them are amongst the best accomplished in the world. There are blind men who are famous as scientists and mathematicians; and in the humbler walks of life it is the fact that blind typists are as quick and as accurate in taking Braille shorthand notes by a specially devised and ingenious machine,



A BLIND READER CORRECTING BRAILLE PLATES BY TOUCH.

## WORK DONE BY THE NATIONAL INSTITUTE FOR THE BLIND, WHOSE NEW BUILDINGS THE KING AND

With regard to the photographs here reproduced, we give the following additional notes: (1) The flat design in Braille is cut out by the blind child and made into the shape shown in front of the sheet design. (2) Every part of the liner is described in Braille. (3) Each "joint" of the hull is described in Braille. Such Braille outlines as this are of much importance when it is remembered that, to give a concrete case, a blind child imagined until it had such a diagram as this that the feet of oxen were exactly as were his own. (4) A book of music in Braille looks like a book of ordinary Braille reading matter. Sheets such as that illustrated are made that the blind teacher may realize the musical signs used by those who have sight. (5) In the Braille book of games, dominoes are shown with their pips, edges, and dividing lines raised. The pips on the dominoes themselves are brass studs. The game is described in Braille in the book. (6) This gives an idea of how much space is taken up by books in Braille. (7) This portrait of Prince Louis of Battenberg in Braille was done specially for "The Illustrated London News." (8) The artist is shown making a plate for a Braille diagram. (9) The blind "reader" seen correcting Braille plates is John Andrew Ford, the first



# FOR THE SIGHTLESS—SUBJECTS OF A GREAT APPEAL.

THE ILLUSTRATED LONDON NEWS.



WITH ITS PARTS TITLED.



A BULL IN BRAILLE—  
TITLED IN BRAILLE AND JOINTED.

field of instruction and entertainment. To repeat a point, for emphasis, we may quote something of a very illuminating official statement: "Braille publications, by reason of their necessarily great bulk and the tedious and complicated processes by which they have to be produced, cost infinitely more than books that are made for sighted folk. For example, a copy of 'Ivanhoe' in Braille runs into six thick foolscap volumes, and actually costs 19s. 6d. to produce. Now blind people as a rule are very poor. Literature should be cheaper and more easily obtainable for them than it is for those with sight, for it means more to them. Give them books which they can be easily taught to read, and they will do much to equip themselves for the battle of life, and enjoy themselves much more nearly to the same degree as can sighted folk. 'Now that I have books to read,' wrote one blind deaf woman, when offering thanks for the gift of some books, 'I feel like a girl who has been led out of a dark room into the beautiful

—Continued on p. 462—



"IVANHOE" IN THE USUAL FORM; AND THE SAME BOOK IN BRAILLE.



A PORTRAIT OF  
PRINCE LOUIS OF BATTENBERG IN BRAILLE.



BLIND PEOPLE PLAYING CHESS—ROUND V. POINT.

and transcribing them in an ordinary type-writer, as the average correspondence clerk. The Institute is by far the largest publishing house of literature for the blind in the Empire—indeed the only publishing house working on a large scale with the aid of machinery. Every book printed in Braille has to be sold at a price prohibitive unless there is to be a heavy loss on it, and that loss can only be made good by the kindness and liberality of the public."



A BLIND SHORTHAND WRITER  
USING HER SPECIAL MACHINE.

QUEEN ARRANGED TO OPEN ON MARCH 19: BOOKS AND PICTURES, MUSIC AND GAMES, IN BRAILLE.

man to "punch" the Bible in Braille, a work which took him three and a-half years. (10) The chessmen used by the blind are placed in holes on the chessboard, so that there may be no risk of their being knocked out of position. One set of the men has points on the top of each piece; the other set has a round knob on each piece; by this means the players are enabled to know their own pieces. (11) The blind shorthand writer uses an ingenious machine by which from 120 to 150 words a minute can be taken down. The operator uses an ordinary typewriter with great ease, and very seldom makes even the slightest mistake. To these details it may be added that the cost of the plates for a Braille book of average size is £25, and it takes an operator about an hour to punch out by machinery a single two-page plate of 400 words. With regard to John Andrew Ford, who hammered out the first English Bible in Braille, it may be said that he is sixty-one. In earlier life he was a printer's compositor in London. In 1875 he lost his sight, and then learned the Braille system. His Bible was done by hand, and involved twenty million blows, the punch having to be struck three times with the hammer for each dot. This Braille Bible consists of thirty-nine bulky foolscap volumes.



SCIENCE JOTTINGS.

REVISED FOR THE BLIND.

Up to 1784, or some five years before the French Revolution, those who were either born blind or who had become so at an early age were looked upon as unable to read or write, and were cut off from their fellows by a wall almost as impassable as that which separated the mentally weak from the rest of mankind.

In that year, however, Valentin Haüy set to work to prove that even children born blind were as capable of education as any others; and with the practical genius of his race, he proceeded to give it to them by means of books printed in raised type, which they could follow with their fingers instead of with their eyes. As, however, most great discoveries come by the road of



TO BE REPLACED BY THE BUILDING THE KING AND QUEEN ARRANGED TO INAUGURATE ON THURSDAY, MARCH 19: THE OLD BUILDING NOW OCCUPIED BY THE BRITISH AND FOREIGN BLIND ASSOCIATION.

Photograph taken for "The Illustrated London News."

two columns of three each. Thus (as shown in the left-hand diagram on this page), in the letter A, only the top dot in the left-hand column is raised, while the five others are omitted. In the letter B, the two first dots in the left-hand column are raised; in the letter C, the two dots at the head of each column; and so on. By this means, it has been found possible to use an alphabet not like our ordinary one of twenty-six, but of sixty-three characters, including therein all accented vowels, punctuation marks, mathematical signs, and the like; while a similar process is applied to music. The use of this alphabet is so quickly learnt that M. Villey gives an instance where two children in a normal school, purposely chosen as of merely average intelligence, succeeded in deciphering in half-an-hour a letter of two pages written in Braille characters, which they saw for the first time. These children, of course, worked by sight and not by touch; but the reading of Braille characters by touch is nearly as easy, the great point about it being that the whole letter is understood directly the finger of a trained person is laid upon it, without its being necessary for him to trace its outlines as in the case of ordinary type.

The one drawback to the use of Braille type is its costliness. Each dot has to be impressed on a zinc plate forming the mould, and, in spite of the use of ingenious machinery, this process is so lengthy that

1st LINE	A	B	C	D	E	F	G	H	I	J
2nd LINE	K	L	M	N	O	P	Q	R	S	T
3rd LINE	U	V	X	Y	Z	and	the	of	the	with
4th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
5th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
6th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
7th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
8th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
9th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
10th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
11th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
12th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
13th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
14th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
15th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
16th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
17th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
18th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
19th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
20th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
21st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
22nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
23rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
24th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
25th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
26th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
27th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
28th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
29th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
30th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
31st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
32nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
33rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
34th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
35th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
36th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
37th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
38th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
39th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
40th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
41st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
42nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
43rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
44th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
45th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
46th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
47th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
48th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
49th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
50th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
51st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
52nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
53rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
54th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
55th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
56th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
57th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
58th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
59th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
60th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
61st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
62nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
63rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
64th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
65th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
66th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
67th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
68th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
69th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
70th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
71st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
72nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
73rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
74th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
75th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
76th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
77th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
78th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
79th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
80th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
81st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
82nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
83rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
84th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
85th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
86th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
87th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
88th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
89th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
90th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
91st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
92nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
93rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
94th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
95th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
96th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
97th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
98th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
99th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
100th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh

#### ENABLING THE BLIND TO READ LITERATURE THROUGH THE AGENCY OF THE FINGER-TIPS: THE ALPHABET OF THE BRAILLE SYSTEM OF EMBOSSED POINTS, REPRESENTING LETTERS.

It was in 1819 that Louis Braille, himself blind and a pupil in the Institution des Jeunes Aveugles, Paris, invented what is now known as the Braille Alphabet for the Blind: that is, an alphabet whose characters are formed by varying combinations of six points (dots) placed in an oblong, of which the vertical side contains three and the horizontal two points. Of the six points, there are sixty-two possible combinations.

trial and error—or, in other words, people see men as trees walking before they see them as men—Valentin Haüy made the mistake of using the ordinary alphabet and casting his letters solid. Although this was a great step in advance, and his pupils learned to read, they did it so slowly that it was impossible to teach them through the written word; and the education of the blind was therefore still confined strictly to word of mouth. The difficulty was not really overcome till Louis Braille, who had himself been blind from the age of three, and had been brought up at the National Institution for Blind Children in Paris, invented the Braille alphabet, which has given the blind a new means of communicating with the outer world.

This alphabet is of a simplicity and an ingenuity which may even lead to its superseding, as M. Pierre Villey hints in his excellent book, "Le Monde des Aveugles," the ordinary A B C even for those who are gifted with sight. Each letter is represented by certain changes in a combination of six raised dots, arranged in



A NEW EPOCH IN THE HISTORY OF THE BRITISH AND FOREIGN BLIND ASSOCIATION, NOW TO BE CALLED THE NATIONAL INSTITUTE FOR THE BLIND: THE BUILDING IN GREAT PORTLAND STREET WHICH THE KING AND QUEEN ARRANGED TO INAUGURATE ON MARCH 19.

The King and Queen arranged to open the still unfinished building of the National Institute for the Blind on the 19th inst., and so, as it were, to set their seal as a new endeavour to annihilate the lot of the sightless. The chief object of the transaction was larger premises in that room may be obtained for producing literature for the blind in quantities and at a price hitherto impossible. The importance of this need not be further emphasized when one has said that there are 34,000 stone-blind people in Great Britain and Ireland.



it takes the operator nearly an hour to punch out a plate containing 400 words. Moreover, the book when completed is at once both heavy and bulky, and a copy of Scott's "Ivanhoe" in Braille type fills six thick foolscap volumes costing nearly a sovereign apiece. Such prices are, of course, quite beyond the reach of any but a few blind people, most of whom are excessively poor; and it is therefore plain that the books needed for the education of the blind must always be supplied at the cost of others.

It is for this reason that the National Institute for the Blind—whose new buildings in Great Portland Street will, it is hoped, be opened by the King and Queen before these lines are in print—are now making

1st LINE	A	B	C	D	E	F	G	H	I	J
2nd LINE	K	L	M	N	O	P	Q	R	S	T
3rd LINE	U	V	X	Y	Z	and	the	of	the	with
4th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
5th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
6th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
7th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
8th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
9th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
10th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
11th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
12th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
13th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
14th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
15th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
16th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
17th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
18th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
19th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
20th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
21st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
22nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
23rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
24th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
25th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
26th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
27th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
28th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
29th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
30th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
31st LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
32nd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
33rd LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
34th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
35th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
36th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
37th LINE	ch	sh	th	wh	wh	ch	sh	th	wh	wh
38th LINE	ch									



# RIVALRY IN MID-AIR: REMARKABLE TRICK-FLYING AT HENDON.

DRAWN BY OUR SPECIAL ARTIST, C. FLEMING WILLIAMS.



PLACING THEIR AEROPLANES IN "IMPOSSIBLE" POSITIONS: MESSRS. HAMEL AND HUCKS SHOWING THEIR ASTONISHING SKILL—THE FORMER MAKING A TAIL-DIVE; THE LATTER FINISHING A LOOP.

What has been described in some quarters as a "duel" in the air took place the other day at Hendon when those two most skilful pilots, Messrs. Hamel and Hucks, performed an extraordinary series of evolutions, rivalling one another in their daring. Hamel flew a black Morane-Saulnier; Hucks, a white Bleriot. In the drawing Hucks is seen, in the background, finishing a loop. In the foreground Hamel is making a tail-dive, flying backwards. Describing his drawing, Mr. Fleming Williams writes:

What sane person of two years ago would have dared to suggest that men would not only fly in all winds and weather, but vie with each other in placing aeroplanes

in the most "impossible" and dangerous positions, just to have the pleasure of extricating themselves from the "tangle"? For that is what Hamel and Hucks do. Hucks is more consistent; he does his loops regularly and methodically, but Hamel just lets himself go, flings his aeroplane about, right side up, down side up, side falls, tail-dives. His method of executing a tail-dive is to make the machine bob vertically till she loses way and begins to slide back; this is allowed to continue till she has gathered sufficient way to enable the elevators to force the tail up again. When the machine has chased backwards as far as she will go, Hamel then dives and regains control."



## CATCHING A SIX-FOOT-THREE FISH UNDER THE

DRAWN BY A. C. MICHAEL FROM



### SPORT WITH THE NAVY AT TAMPICO DURING THE FIGHTING IN MEXICO; ADMIRAL CRADOCK

Lieutenant Hicks, who sent us the sketch from which this drawing was made, writes of the subject: "Tampico, as many of your readers will know, is one of the best tarpon fishing places in the world, and the officers of the Fourth Cruiser Squadron naturally seized the opportunity, while lying there, to 'try their hands' at securing one of these magnificent fish. Admiral Cradock was successful in hooking a fine fish at sundown two miles up the river, and eventually gaffed it under the rays of the 'Hermione's' searchlight after playing

## RAY'S OF A BRITISH WAR-SHIP'S SEARCHLIGHT.

A SKETCH BY LIEUTENANT HICKS.



**SECURING A 120-POUND TARPON, WHICH HE PLAYED FOR AN HOUR AND FORTY MINUTES.**

It took one hour and forty minutes. Its weight was 120 lb., and its length, 6 feet 3 inches. As can easily be imagined, the sight of the beautiful fish jumping in the bright beam of the searchlight was remarkable. It will be recalled that Admiral Cradock was already at Tampico when the chief fighting between the Mexican Federals and Constitutionalists took place there, and he it was who chartered the 'Logician' for British and other refugees.



ABLE TO FIRE £10,000 A MINUTE; AND SPECIALLY

PHOTOGRAPH



WITHOUT TORPEDO-NET DEFENCE; WITH 6-IN. GUNS FOR REPELLING TORPEDO-CRAFT:  
OF THE COMMANDER-IN-CHIEF

The new battle-ship "Iron Duke," first of the five armoured ships of the 1911-12 programme to be completed, was commissioned a few days ago at Portsmouth, by Captain R. N. Lawson, for duty as flag-ship of Admiral Sir George Callaghan, Commander-in-Chief of the Home Fleet. The ship presents several novel features. She is the first British Dreadnought to carry 6-in. guns behind armour for the repelling of torpedo-craft. These weapons throw a 100-lb. projectile; and they are the largest man-handled guns in the British Navy. Precautions have been taken to protect the vessel from over-head attack by dirigibles and aeroplanes, and, for example, she has two 12-pounder guns on high-angle mountings. She has no torpedo-net defence, as it is thought that, torpedoes having been so enormously improved, this would be



# ARMED AGAINST AIR-CRAFT AND TORPEDO-CRAFT.

Crit.



## AND WITH GUNS FOR USE AGAINST AIR-CRAFT; THE "IRON DUKE," NEW FLAG-SHIP OF THE HOME FLEETS.

merely an encumbrance. She has no port-holes in her armour. Her main armament is ten 13.5-in. guns of the latest kind. Her fire-control instruments are of the very latest pattern and give the big guns wonderful accuracy. The torpedoes are of the "heater" type; that is to say, they are run by hot air. They are 21 inches in diameter, as against the old 18 inches, and have a speed of over 40 knots an hour. The "Iron Duke's" guns can use up powder and shot at the rate of about 10,000 per minute. The ship is 620 feet long; that is, nearly 100 feet longer than the original Dreadnought. She is an improvement on the "Neptune" to the extent of 25½ per cent. in displacement, 7 per cent. in armour, 9 per cent. in thickness of belt-armour, and over 64 per cent. in weight of broadside.



## MAKER OF A SPEECH DISCUSSED IN THE HOUSE: THE FIRST SEA LORD.

(POTTER-BARNES BY STRECHT)



HEAD OF THE PROFESSIONAL RULERS OF THE NAVY SINCE 1912: VICE-ADMIRAL H.S.H. PRINCE LOUIS OF BATTENBERG.

Mr. Winston Churchill, First Lord of the Admiralty, made a statement in the House of Commons recently in answer to a question whether he could give any explanation of the apparent discrepancy between the statement of the First Sea Lord on April 21, 1913, and the reference in that subject contained in the recent speech of the Prime Minister to a deputation of the National Service League. He said that in their address the following passage occurred: "In the considered words of the First Sea Lord, the Navy alone cannot now protect this country against invasion." This statement, Mr. Winston Churchill went on, was not accurate as a quotation. In particular, the

First Sea Lord never used the word "invasion." What Prince Louis did say was that neither Service could dispense with the other; that there could be no more foolish or mischievous statement than that of people who went about saying: "If war comes the Fleet alone is quite enough to keep anybody from coming anywhere near the shores of this Island Kingdom"; and that the Fleet alone could not do it. . . . A sufficiently trained professional Army in these islands at all times was quite as necessary as the other arm of the Service. Prince Louis, who became First Sea Lord in 1912, is a son of Prince Alexander of Hesse. He was naturalised, and entered the Navy in 1868.



Until the invention of Odol the world was without a dentifrice that was capable of completely preventing or arresting decay of the teeth; but when it was found, and proved, that Odol really did this, its success became a matter of course.

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## Do you realise

the immense importance of the unique superiority of Odol?

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## MUSIC.

THE most interesting event in the musical world last week was the appearance at the Queen's Hall Orchestra's Symphony Concert of the much-discussed Russian musician, Alexander Scriabin. He is at once composer, pianist, theosophist, and time-culturist; his faith has entered into his music; he has invented a "keyboard of light" which, in our limited regard, could not do service at the concert. He takes his harmony upon a six-note scale derived from a series of over-tones—or, as they are sometimes called, "upper partials." We accept as our note a sound that consists of many notes in combination, and the number and intensity of these notes can be analysed, the lowest tone being called the "fundamental," and the higher ones the "upper partials." Helmholtz has written the standard work on this interesting but rather abstruse question. It is sufficient to say that the difference between two notes differing the same note is largely one of over-tones. The Concerto in F-sharp minor for piano and orchestra, in which M. Scriabin played his own solo music, was clearly composed before theosophy intruded upon music.

achievement, but it exists; and we re-imagined in M. Scriabin a man of serious purpose and very considerable achievement. The orchestra, under Sir Henry Wood, played admirably; and for those who cannot stretch their ears to receive the new forms of musical

Endeavouring we must grow with the years, and our growing pains are severe.

The directors of the Grand Opera Season have now announced their summer season repertoire. To the surprise, and doubtless to the regret, of many opera-goers, Charpentier's "Julien" is not included, but "L'Amour del Tre Re" by Hala Montemazzi, a work received with delight in New York, is to be mounted, and so is Zandonai's "Francesca da Rimini" based upon d'Annunzio's version of the familiar story. Barre Proserpio d'Eranger's "Noël" is to be given, and those who enjoyed this composer's graceful and scholarly setting of Mr. Hardy's "Ips" will look forward with pleasurable anticipation to this work. Debut's "Mefistofele," with new-scenes designed and painted by Louis Lalor, and Verdi's "Falstaff" are set down for revival; so too is Puccini's "Girl of the Golden West," an opera that has not found much favour hitherto, and has little to commend it. Mozart's "Don Giovanni" and "Nozze di Figaro" are promised. It is long since the last named was given at Covent Garden. Wagner is represented by seven



"The Land of Promise" is the title of the new opera by Frank Taylor, which is to be given at the Duke of York's Theatre. The opera is based on the story of the discovery of gold in California, and is a very successful work. The opera is a very successful work, and is a very successful work.

intelligent, there were powerful and unbroken support, for the programme included Beethoven's Eighth Symphony, Dr. Strauss's "Tod und Verklärung," and the "Meistersinger."

overtures. It is well to remember that only a few years ago the "Tod und Verklärung" was little more intelligible to us than "Prometheus" is to-day.

operas, Verdi by six; Puccini by four; Mozart, Gounod, and Wolf Ferrari by two, and other less fortunate composers by one.

Herr Egon Petri, a virtuoso if ever there was one, gave an interesting recital at Bechstein's last week. His programme included six elegies by Busoni, one of which was dedicated to him by the composer—strange music, vigorous and subtle in turn, complex in thought and texture; surely very difficult to play, and still more difficult to make intelligible. Here Petri succeeded; his playing gave the impression of most careful study and a genuine admiration. The elegies might well be heard more often.

Drabins, Strauss, Hugo Wolf, Tchaikovsky, and Brahms were drawn upon by Mme. Gerhardt for her recital at Bechstein's last week; and Mlle. Parda Hegner, who accompanied, contributed not a little to the success of an enjoyable evening.



"THE LAND OF PROMISE" AT THE DUKE OF YORK'S. FRANK TAYLOR AND HOBAN IN THE FORMER'S SHACK AFTER THEIR WEDDING. Photograph by Davidson and Russell, Ltd. Copyright of Charles Frothingham.

Both in construction and tonality the work is based on formal models; there is much that is attractive, but M. Scriabin is not an ideal pianist for the orchestra—his methods are not sufficiently broad.

To the uninitiated the "Prometheus" will come as a shock, and not even as a pleasing one. From first to last it is a jumble of disjointed themes that strive almost in vain for utterance against the steady interruption of misty forms, double basses, and all other instruments that can best do justice to the seeming extravagance of modern writing. The piano part as played by M. Scriabin seemed to hinder rather than to help the development of the main idea, but it is fair to add that even if first, second, or third hearing the attentive listener who could forget the misapprehension of form and theme might find a certain impressive quality. Perhaps this quality is more closely allied to conception than to



"THE LAND OF PROMISE" AT THE DUKE OF YORK'S. HOBAN IS MADE TO APOLOGISE TO HER SISTER-IN-LAW, GENTLEMAN, BEFORE THE MEN, AN ACT WHICH MAKES HER OFFER TO MARRY FRANK TAYLOR.

From left to right are Miss Marion Adair as Gertrude March, Miss Irene Vanbrugh as Ruth March, Mr. C. V. France as Edward March, Mr. Godfrey Taylor as Frank Taylor, Mr. George Tully as Benjamin Trotter, and Mr. Basil S. Taylor as Reginald Harker.

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youthful looks restored by "Astol," once more taken his place in the van of the struggle for superiority. The Society lady, whose life has been enlivened by the loss of that admiration and homage which is

her just due, is able once more, young-looking and as charming as ever—thanks to "Astol"—to come out of the obscurity into which her greyness had driven her.

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## ART NOTES.

THE exhibition at the Twenty-One Gallery, York Buildings, Adelphi, provides at least twenty-one good reasons why it is difficult to exult in the London Group, in Mr. Wyndham Lewis, or in English Cubism as a whole. The exhibition at the Twenty-One Gallery is an exhibition of modern German art. We find that it has all the virtues and vices of our own modern art. In Berlin and its Camden Town, in Dresden and its Camden Town, there are similar groups, practising the same sort of originality. The movement is not a National movement, but International, like the Art Nouveau revolution of fifteen years ago. The Twenty-One Gallery suggests that Mr. Wyndham Lewis's nightmare is not peculiar to himself; it is not even peculiarly British. We are almost sorry.

Camden Town, had it been solitary, might have worked out its own salvation. It might even have sickened and died away; and the process would have been painless for the community at large. But the thought of its prospering or decaying in company with the modernity of Germany and Russia and Austria and Italy is oppressive in the extreme. If it prosper, we know fairly well, from the more confident and lusty samples at the Twenty-One Gallery, that England will be strewn with work that seems to fall inevitably into one form or another of brutality. If it decay, the process must necessarily be long and painful, for it has to decay bit by bit in all the capitals of Europe.

First among the twenty-one good reasons why we cannot rejoice in the fact that England, in art as in flying, is keeping abreast with Milan and Dresden and the rest, is the said brutality, of one kind or another, which has the

Movement in its grip. Perhaps any Movement must make a raucous appeal before it reaches across a continent. Headaches are not, like fevers, violently infectious; it is a fever that has got going in the Groups. It is a fever because it is excited, angry, hot beyond control; it is, moreover, violent to the point of brutality. Even when, as in several pictures by Moriz Meiser at the Twenty-One Gallery, the intention, or the title, is more or less amiable, the technique is harsh in the extreme. One may discover some tenderness of conception here and there among these German woodcuts, but tenderness expressed in terms of knives and forks and verdigris (for such is the effect of

"The principle of his work is an infatuation for bronzes," says Mr. Wyndham Lewis in a "Note" to the catalogue. Let it be understood that this infatuation, which is a principle, does not mean that Meiser works in bronze, but only that he paints, or prints, his figures green or brown. We do not deny their bronze-like firmness of form; they are bronzes running riot in every sort of mud. They struggle in seas of slime; and they are impressive. It is the thought of their multitude that is chiefly distressing. It is the thought, too, of the multitude of such things as are shown at the Twenty-One Gallery that gives the

exhibition its chief importance. I have stated hardly more than the first of my twenty-one good reasons, but the others are easily discovered in the Adelphi. By the way, the "intense yet hale" art of wood-cutting alluded to in the catalogue, is, it would seem, something rather different in modern usage. Meiser's "woodcuts" are hewn out of limestone! E. M.



MAGNIFICENT EXAMPLES OF ENGLISH WORKMANSHIP: PART OF A SILVER DINNER-SERVICE, SIXTY YEARS OLD, ON VIEW AT HARRODS. Messrs. Harrods have recently placed on view in their show-rooms a complete dinner-service in sterling silver, which is sixty years old, and is described as a magnificent specimen of the best English workmanship. It weighs altogether more than 1,000 oz. Our photograph shows some pieces from the service. (Copyright by Baker and Co. Ltd.)


their line and colour) is tenderness at a disadvantage. And wherever Moriz Meiser is most explicit, and follows an intelligible rhythm, he is most surely engaged upon some scene of brutish and prodigious violence. He is not, as an individual, to be condemned for the turmoil that is within him; he does not perhaps, taken alone, constitute one of the twenty-one objections to the art of 1914. But taken as one of twenty-one fellows, all in a turmoil, he becomes portentous.

he is constantly asked by missionaries in isolated places to get a copy of *The Illustrated London News* sent to them. The Guild, he adds, will gladly give an address of a missionary in Canada to anyone who will undertake to send out a copy of the paper week by week, and thus confer a much-appreciated boon. Applications for such addresses should be made to Mr. Hobbes, at 20, Westbourne Gardens, London, W.



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THE MESSRS. TOWLE (Managers of the Midland Hotels), ST. PANCRAS, LONDON.

Telegrams: Midotel, Liverpool.

Telephone: 4400 Royal, Liverpool



## AMERICAN HOMES.

**A**merican Homes and Their Furnishings in Colonial Times" is the title of a charming book by Mary H. Northend, published at 12s. 6d. net by Mr. T. Fisher Unwin. The book consists of a description of old houses, furniture, decoration, and accessories of the colonial era, which are still to be found in the United States, chiefly in the small seaport city of Salem, near Boston, famous in American literature, and with a rather gloomy record of witchcraft persecution at the end of the eighteenth century. The city, small enough to this day, is extraordinarily rich in beautiful objects of art and fine old houses. The book contains 117 full-page photographs, well reproduced, of domestic treasures which may well make the collector's mouth water. The author chats about them in a very agreeable way, exhibiting not only an ample knowledge of the history of the time, but also a considerable knowledge concerning the branches of art connected with furniture, falconry, glass, silver, and so on. Perhaps the most interesting chapter is one entitled "Old Time Wall-Papers." It deals with what are hardly wall-papers as we use the term nowadays—whose primary function is to cover wall-unadorned, and serve mainly as a background—but with elaborate pictures that would interfere seriously with the actual exhibition of framed canvases. Nor do they involve the repetition of conventionally treated subjects of the now-accepted wall-papers. Far from this being the case,

one finds, on an apparently historic scale, the pictorial presentation of such subjects as the history of Cupid and Psyche, of the adventures of Telemachus, and scenes from

in the case of silverware. One notes that comparatively little Sheffield plate figures, apparently, in the collections, and that in the ceramics, small importance seems to be attached to salt-glaze ware; whilst English china appears to be better represented than the porcelain of China itself, or the products of France, Germany, and Italy. Salem is particularly rich in English furniture in the best period whose authenticity is beyond question. It is pleasant to think that, at a time when so much of the American wealth, under the guidance of its millionaires, is being spent lavishly in a direction that has a taint of snobishness, when—unwittingly, perhaps—the Futurist movement is so rampant in the States, there exists also the anxious care for the objects linking the America of to-day with the America of colonial times, of which the author gives such an interesting and pleasantly written account.

Novel-readers will welcome the addition to Messrs. Macmillan's Sevenpenny Series of five more of the books of Mr. Maurice Hewlett. "The Forest Lovers" and "The Stopping Lady" were already in the series. The five books now added are "Richard Yea-and-Nay," "The Queen's Quair," "Little Novels of Italy," "Halfway House," and "Open Country." The delightful little editions, so handy and so dainty, so easily carried in the pocket on a journey or during the pauses of the day's work, will do much to extend the popularity of one of the most distinguished of our living novelists.



THE SILVER-WINDING THAMES BECOMES A STORMY SEA. FLOODED MEADOWS AT CHEERTSEY.

The recent heavy rain in the Thames Valley caused serious floods in several districts. Photo: *Newsphoto Library*.

the immortal story of Don Quixote. These old wall-papers, which are of French or English origin—chiefly the latter—in many cases were made to order in this country by careful measurements, and reproductions of them show that in many instances they were admirably executed. Glancing through the book, one finds that all kinds of domestic treasures, the greater part of them brought over from Europe before the famous fire-bombing in Boston Harbor occurred, are still lovingly preserved, though fading around them are specimens of American workmanship, portraits of



THE HIGHEST FLOOD WITHIN MEMORY AT SWANAGE. A STREET UNDER WATER SHOWING THE CONSERVATIVE CLUB IN THE LEFT MIDDLE DISTANCE. Alarming floods at Swanage were caused this winter day by a heavy storm, and in an hour or two the whole of the low-lying part of the town was under water. The flood subsided quickly, but it was at its height at 4 p.m., and by 5 p.m. on the same day had disappeared. (Photograph by *Post*.)



VENETIAN SCENES IN SWANAGE. INHABITANTS GOING ABOUT THE STREETS IN BOATS ON THE AFTERNOON OF THE FLOOD.

The flood rose so rapidly that the inmates of the houses in the district affected had to hurry to the upper stories without removing their goods or taking fuel upstairs. Boats were used to distribute fuel and clothing, and bring children back from school. (Photograph by *Post*.)



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## WILLS AND BEQUESTS.

THE will of Mr. WILLIAM RAVEN, of Postland House, Knighton, Leicester, who died on Jan. 9, is proved by his sons William John Raven and Horace G. Raven, and Charles Henry Spencer, the value of the property being £159,947. The testator gives 500 ordinary shares in William Raven and Co., Ltd., to each of his sons; £2500 a year during widowhood, or an annuity of £1000, should she again marry, to his wife; £1000 each to the Leicester Infirmary and the National Association for the Prevention of Consumption; £500 each to the Maternity Hospital and the Unitarian Church in Bond Street; £250 each to the Guild of the Crippled and the Association for Promoting the Welfare of the Blind, Leicester; a few legacies; and the residue to his children.

The will of Mr. JAMES ALFRED MICHELL, of No. 5, Devonshire Place, and 4, Market Place, W., and Shouldham Hall, near Downham Market, who died on Nov. 13, is proved, the value of the estate being £159,476. The testator gives to his wife during widowhood £750 a year and a residence, or an annuity of £500 should she again marry; his share and interest in C. N. Morris and Co., an annuity of £500, and while devoting his time to the affairs of the testator's estate a further £750 a year, to his son Alfred Henry; an annuity of £600 and Holly Lodge, Gretton, to his daughter Florence Mabel Dudley; annuities of £500 each to his children Leonard William, Annie Sarah, Violet Maud, and Marie Rose; other legacies; and the residue in trust for his six children.

The will (dated Dec. 23, 1912) of Mr. EDWARD STANLEY HEYWOOD, of Light Oaks, Irlams-o'-th'-Height, Pendleton, son of the late Sir Benjamin Heywood, Bt., who died on Jan. 19, is proved by his daughter Mary Beatrice Howell, her husband,

Francis Butler Howell, and Ed. S. Chesney, the value of the property being £61,369 15s. 6d. The testator gives £10,000 and the household effects to his daughter, and the residue in trust for her for life, and then as she may appoint to her issue.

The will of Mrs. ELIZABETH BARBARA BROGE, of Hennapyn, Cockington, Devon, who died on Jan. 17, is proved by Lord Stamfordham and Harry Scott Judd, the value of the property being £41,019 13s. 5d. She gives £200 to the Society for the Prevention of Cruelty to

the residue in trust for her husband for life. On his decease her residence and effects therein go to Lord Stamfordham; and the residue between Alice Lady Teignmouth, Lord Stamfordham, Charles Pridaux Selby Bigge, Hilda Shirren and Harry Scott Judd.

The will of Mrs. ELIZABETH ASKWITH, of 119, St. George's Square, who died on Feb. 12, is proved by her sons, Sir George Ranken Askwith and Lieutenant-Colonel John Browning Harrison Askwith, and her daughter, Miss Alice Browning Askwith, the value of the property being £35,138 15s. 3d. She gives her house and furniture, oil paintings, the case containing certain orders, and her husband, General W. H. Askwith's, orders and medals, to her son, Sir G. R. Askwith; £1000 each to her sons John B. H. Askwith and Henry Francis Askwith; shares in the Alliance Assurance Company, and her jewels, wearing apparel, etc., to her daughter; an annuity of £100 to her niece Henrietta Isabella Chapman; an annuity of £50 to Elizabeth Askwith, and the residue to her four children.

The will of Sir JOHN MORSWORTH MACPHERSON, of Hillside, Hanger Lane, Ealing, and Creag Dhu, Omich, N.B., who died on Jan. 5, has been proved, and the value of the property sworn at £12,443. The testator gives the Creag Dhu property and £9500 to his son Ronald Charters; £5550 to his daughter Elsie Lucy Elliott; £3000 to his son Norman Charles; £2000 to his son Kenneth Ian, who is already provided for; an annuity of £80 to Mabel Rose Bateman; and the residue to his four children.

The following important wills have been proved—

Countess of Mollis, Rumborough, Bessington, Co. Wicklow, died intestate £120,150  
Mr. Ellis Jones, Dublin £118,366  
Mr. Charles Alfred Lambert Swain, Settle, York £92,289



THE CAMBRIDGE CREW CARRIED PICK-A-BACK TO THEIR PLACES ON THEIR FIRST DAY AT PUTNEY.

MR. C. E. TOWER STROKES ON HIS WAY TO THE BOAT.

The Cambridge crew made their first appearance at Putney on the 19th. The weather was very rough, and in the afternoon there was an exceptionally high tide, which prevented the crew from being carried to their boat pick-a-back fashion. Reports of the Light Blues' previous row a large crowd in Putney on the Saturday in spite of the weather.

Animals and £100 to the Torquay branch; £150 each to the Torbay Hospital, the Dog's Home, and the Metropolitan Cattle Trough Association; £200 to her executors for a society for the total abolition of vivisection; and



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## LADIES' PAGE.

AN illustration of the inchoate condition of the mind of many men about the relation of women to politics is the newly formed Association of Englishmen to help Ulster's armed resistance to a Home Rule Parliament. For a long time past, the women of Ulster themselves have been not merely permitted but urged to put their opinion against Home Rule in practical evidence, and to come out to share in their own persons the sacrifices of the men. Englishwomen, too, were long ago approached privately to help, and many Red Cross nurses and some lady doctors have their names enrolled already on lists of those willing to go over to Ulster if called upon; and thousands of English ladies at the heads of households have placed their names on another list pledging themselves to take and care for the children of Ulster homes for an unlimited period if civil war occurs. Now the enlisting of Englishwomen in support of Ulster's threatened defiance is made open. A "Women's Covenant Committee" has taken offices at 64, Victoria Street, S.W., and a large number of women, many of the highest rank, have already signed a document pledging themselves to interfere in any way possible in this political crisis. Should not the anti-Suffragists who are also anti-Home-Rulers immediately protest against this intrusion of women into such a grave political struggle? Their principles plainly require such a protest; and Sir Edward Carson has informed the Ulster Suffrage women that so many of his party are against votes for women that he cannot pledge himself to secure the women of Ulster the franchise if a separate Parliament be given to the North. Why, then, do they tolerate the alliance and support of women at this crisis?

Some of my readers who have not the opportunity that I have of seeing the new Paris models may have thought that I was exaggerating in describing the ugliness and foolish excesses of the latest designs. However, a number of ladies of "the Faubourg," including the Duchesse de Malle, the Marquise de Montaigne, and several others of the same position, have published an "Appeal to the Women of France, from the League of Patriotic Frenchwomen," to beg "all young and elegant Frenchwomen, who give the tone in the world of dress," to oppose "the present trend of the fashions." This is declared to have an "immoral tendency"; and indeed, as I have already mentioned, the excessive exposure in many new models is unequalled in recent times. That others are grotesque and inartistic, and calculated to make the sex at the wearers ludicrous and contemptible, is equally true, though the great ladies do not mention this fact. A well-bred woman will not, however, allow her looks to be made according to these preposterous designs, produced by professional people, anxious, in some cases, for business reasons to obtain a complete change of fashion, which, as Shakespeare observes, "wears out more apparel than the man." The details in which novelty is seen, such as the figure rising in front and drooping at the back, the absence of a waist-line,



THE WAISTLESS GOWN OF TO-DAY.

The dress is of fine black cloth, with a no-necked effect produced by a deep belt and rest of broadened satin. The top is in black tulle, with white wings.

the collar on day gowns either discarded entirely or cut away at the front to rise in a small Medici shape behind—all such details as this, unobjectionable when used with restraint, are amply sufficient to mark the change of fashion that a new season legitimately demands, and objectionable details will probably just drop out in practice.

Quite an outstanding feature is the absence of a waist. The corsets of the spring are cut with no bust; they begin just a few inches above the hips, thence compressing the figure so as to conceal the projection of the hip-line as far as possible. The desire to obliterate a distinct waist-line is not incompatible with the use of a sash; quite the contrary, for this is often so arranged as to emphasise yet more the straight fall of the figure from the bust to over the hip. The sash is often loosely wound round the waist twice at different points; and though it may be very striking in colour (very often it is a plaid or a vivid striped fabric), it can be and is arranged so as to aid in concealing the natural lines of waist and hip. The tailor-made dresses frequently have a belt that falls actually round the hips, some inches below the true waist. In most cases, and in every description of gown, the curve of the belt or the cut of the front of the skirt is carefully directed to rise or lift from the back to the front, to give that look of a slight mediæval-like protrusion to the front of the figure that is a whim at present, and when front draperies are used as a tunic, or as part of the skirt, the same effort is seen. It looks a little odd, for we have long been trained to see the reverse; and to consider that the line of beauty should be assisted rather by a slope from the back to the front of the figure than the present reverse idea. The stuffs of the hour are so supple, however, that there is no undue bunchiness, in the hands of a competent, good-class dressmaker.

A useful and practical booklet is published by Messrs. Allen and Hanbury, the well-known chemists, whose name is a guarantee for anything to which it is attached. The booklet is entitled, "How to Bring up Baby," and contains many useful hints on general care and management, while its chief object is to bring to the notice of mothers the virtues of the food for infants and invalids prepared by this reliable house, and put on the market as "The Allenbury's Milk Foods." Other valuable specialities of Messrs. Allen and Hanbury for delicate persons and for general use are also described in the booklet. A copy can be had free by post from Messrs. Allen and Hanbury, Lombard Street, London, E.C.

A tried favourite is Goddard's Plate Powder, and it will certainly give every satisfaction, for it cleanses easily and polishes beautifully any silver or plated articles. As it contains no chalk, it never scratches; whitening is simply chalk, and does harm by scratching the surface of the silver, which is a comparatively soft metal. Goddard's Plate Powder gives a brilliant polish without being destructive, either to the silver or the hands or dress of the worker who uses it. **FLORERA.**



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MODEL 905.

This "Thick-Diminishing" model is one of the most charming corsets ever produced. Elastic lacing at bottom of back. Six bone supporters. Average figures. Sizes 20 to 30 in. In fine White or 21/9 White and Sky Brocade. Price.



MODEL 991.

This superb "Thick-Diminishing" model represents the last word in corsetry style and craftsmanship. No front, none on-tape corsets obtainable. Six bone supporters. For average figures. Sizes 21 to 32 in. In exquisite White Satin Brocade. Price 94/6.



MODEL 842.

The "Nature" least model for ultra-luxurious wear. Shown low bust. Long skirt. Six bone supporters. For average figures. Sizes 20 to 30 in. Price, in Cash, 16/11.



MODEL 822.

A particularly smart full-figure model, with the "Free-Hip Bone" feature. Elastic inset at back of skirt. Six strong bone supporters. Sizes 22 to 30 in. Price, in Cash, 16/11.



MODEL 980.

This superb "Thick-Diminishing" model promises to be one of the hits of the season. Has the correct low bust, with elastic lacing at front of skirt. In finest quality Silk Brocade, White or White and Sky. Six bone supporters. For average figures. Sizes 21 to 30 in. Price 63/-.

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## LITERATURE.

## The Life of the Fly.

The title of the charming collection of essays by J. H. Fabre called "The Life of the Fly," translated by A. T. de Mattos (Hodder and Stoughton), hardly does it justice, for it treats of almost everything except the fly in its adult stage. Maggots, beetles, the poison of scorpions and of

his own life. It is a wonderful story of difficulties overcome from pure love of knowledge, from the time when we see him engaged in learning his letters from a picture-book in a village schoolroom shared with pigs and fowls, until he was dexterated and presented to the Emperor by the great Victor Duruy himself. In the meantime, he had passed through all the different stages of clerk-boy at Rodez, with a little elementary education thrown in, pupil-teacher at Vandœuvre, Professor of Physics and Chemistry at Alais, and lecturer in industrial chemistry at Montpellier. He had in every case to teach himself before he could instruct his pupils, and he tells us that the only real lesson he ever received was one in dissection given him by M. Dupuis-Faudon in the trip to Monte-

## Stained Glass.

No book with a frontispiece such as the one carried by Mr. Hugh Arnold's "Stained Glass" (A. and C. Black) can come unkindly to the hand: and Mr. Nelson's "Ancient Stained Glass in England" (Methuen), though its pictures are less engaging, is at once welcome as a book of substantial learning. So little has been published for the general reader on the subject that there is ample room for both these volumes. There is ample room for two sets of introductory matter, for two sets of generalisations, for two sets of Chapters I. to X., and for a double conclusion and a double index. While it is not in the nature of things that water-colours reproduced on the opaque page of a twentieth-century book can make the effect of eleventh-century glass, Mr. Saint's drawings in the first-named volume do really give a pleasant sense of ancient colour, provided the intelligent reader looks out the surrounding margins of fluid white. A window seen from within is necessarily a centre of light with a dark frame. Glass merely "stains the white radiance of heaven"; it does not exclude it: to allow these coloured pictures to appear as dark spots on a white sheet is to reverse the natural order. Nowadays, reproductions of pictures are often, and with little enough excuse, mounted upon brown or other sombre grounds; here, it was, was good reason for the fashion. The minority



IN THE LUXURIOUS BUILDINGS JUNE INAUGURATED BY THE MIDLAND RAILWAY COMPANY—THE NEW MIDLAND ADELPHI HOTEL, LIVERPOOL—THE MAIN ENTRANCE COURT.

The new Midland Adelphi Hotel at Liverpool, inaugurated by the Midland Railway Company recently, is remarkable for its luxurious equipment. It has a swimming-bath, and particularly worthy features are its own bath-room, banquet and assembly-rooms, and a large hall. The new Adelphi Hotel was opened in 1913. The Midland acquired it in 1914, and have just commenced the whole building.

musicians—some of the most equally variegated of which last can be made, tells M. Fabre, who seems and delightful by prolonged boiling in slightly salt water—are here dealt with in the manner which has earned for its author the title of "the Duck of Science." Of these scientific studies, that on the caddis-worm or caddis-bell known to anglers, which builds for itself a house of sticks, bark, and shells, and has mastered the art of automatic navigation, will probably be the most interesting to the majority. From a scientific point of view, that on the grub of the anthrax-fly, which M. Fabre shows from observation undergoes two larval changes instead of one, and shifts from a shape resembling a bit of knotted string capable of walking, into a mere sucking-machine equipped for draining the life out of the pupae or chrysalides on which it feeds as slowly that they do not die until they have yielded up the last drop—is perhaps the most important. Most readers will, however, turn from these pages to the essays in which M. Fabre reveals, in singularly few and unassuming words,

how, according to his species, much or little of the scientific method, though the transparent truth leads him to admit the wisdom of learning a little Latin and Greek before anything else. His attempt for what he calls the "Insects of the future" of more pedantic naturalists is profound, though good-natured, and we gather that we owe the Linnaean names here given to Professor Wiedemann of Brunswick. The book is excellently translated.



WHERE (IN THE ORIGINAL PREMISES) DICKENS HAD AN "UNDENIABLY PERFECT" DINNER—THE NEW MIDLAND ADELPHI HOTEL, LIVERPOOL—THE SEPTON DINING-ROOM.

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such as are used for the frontispieces of the *Burlington Magazine*. Mr. Saint's beautiful drawings would have struck the eye as points of light instead of points of gloom.

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## SHAKESPEARE ON NERVES.

"... in the night imagining some fear, How easily is a bush suppos'd a bear."

*Midsummer Night's Dream.*

AND how easily in the dark do the quick imaginations of impressionable children conjure up visions which play havoc with their nerves.

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(Continued.)

This, however, is merely an error in book-making. Neither author is deficient in a full and just appreciation of the art. "I mix them with brains, Sir," boasted a Whistler of the eighteenth century when he was asked with what he mixed his paints: the glass worker mixed them with light. He had an ally, not by refection only, but a direct ally in "that queen of colours." It would be difficult indeed to spend much time, as our authors have done, in the cathedrals and churches of France and England without illumination. He is a rare critic who has great adventures among pictures, for in pictures he must supply a radiant mood of his own if their dull pigment is to take his breath away. But before stained glass he cannot well help himself: to take in the colour of a window at York or Le Mans is as simple and inevitable as taking air into the lungs. These are both delightful books; it would have taken very blockish gentlemen to have made them anything else.

#### The Duchesse de Chevreuse.

Every reader who enjoys a brilliant memoir seasoned with wit and sense, will rejoice that M. Louis Batifol has conquered his natural diffidence to come after Victor Cousin and rewrite the Life of the Duchesse de Chevreuse. He has done so in the true spirit of the historian, and has overhauled the original documents, with the result that many things have been set in a fresh light, and various batteries of Cousin's have been superseded by the naked truth. Sometimes it is very naked, but the picture is thereby all the more life-like. It is, indeed, at fidelity to life and liveliness that M. Batifol has aimed, believing, as he does, and rightly, that the action and interaction of individuals is often the real key to a particular period. But if he does not whitewash, neither does he blacken Marie de Rohan. He has seen her, as she was, with the eye of an understanding observer, and so he sets her down. We see her in the early days of her attendance on Anne of Austria, and we get to know exactly what sort of baggage she was, the precise nature of her interests and conversation, her passion for intrigues, her makeup tricks. She marries de Luynes and advances in influence; widowed, she marries then the Duc de Chevreuse, and emerges the arch-enemy of Richelieu and the arch stirrer-up of political trouble. We are edified by sidelights, some of them rather glaring, on the Queen's affair with Buckingham; but the historian treats the most outrageous of



HOW ON HER SECOND SEASON: THE HAMBURG-AMERIKA LINER "IMPERATOR" OF 5477 TONS, APPROACHING THE NEW AMERIKA PIER, AT CUXHAVEN, SPECIALLY BUILT FOR HER AND SISTER SHIPS.



THE GREAT SHIP WHICH IS SAID TO HAVE BEEN ALTERED CONSIDERABLY BECAUSE SHE ROLLED TOO MUCH: THE GREAT HAMBURG-AMERIKA LINER "IMPERATOR" AT THE NEW AMERIKA PIER AT CUXHAVEN.

the anecdotes with a judicious dash of cold common-sense. We follow Mme. de Chevreuse to England, and return with her to France, after the death of Louis XIII., to watch her amidst the intrigues of the Fronde. The narrative closes with quiet irony. Mme. de Chevreuse outlived the turmoil of her earlier days, she outlived her charms, but kept the devotion of Luigne, a petty nobleman from Limoges. Bussy Rabelais sketched her old age pitilessly: "Chevreuse is a large fortress, quite ruined now," he wrote, and continued to develop the metaphor in language which can only be described as the reverse of chivalrous and sympathetic. We must leave readers to discover his description and find out the meaning of his jibes for themselves. The book, it may be said in conclusion, is sane and serious history, yet of the most diverting.

#### "THE IMPERATOR."

THERE is an unofficial report that the Hamburg-America liner *Imperator* has been altered; chiefly because, it is said, the ship was inclined to roll too much. The same message suggests that practically the whole of the vessel's interior above the water-line has been reconstructed. It is alleged that the cost of this reconstruction was not less than £200,000; and, further, that the fact that the Vulkan Works, where the vessel was built, paid no dividend for 1913 was due to this. The *Imperator* began her second season a few days ago, when she sailed from Cuxhaven for New York. Two sister ships to her are being built at Hamburg by Messrs. Blohm and Voß—the *Vaterland*, nominally heavier by 5000 tons, and the *Vaterland II*, which, it is thought, may eventually be renamed the *Panama*.

In connection with the Grand National Steeplechases, the Great Central Company, as in past years, are arranging to run special express trains, including luncheon on the outward journey, with tea and dinner on the return, for a most moderate inclusive fare. The Great Central Company's arrangements include a first-class special, leaving Marylebone at 7.32 a.m. on Friday, March 27, the fare of 38s. 6d. including luncheon on the outward journey and tea and dinner on the return. Accommodation, on this and other specials, is strictly limited, and a seat will be reserved on notification being sent to Mr. A. Hadden, Marylebone Station. Tickets can also be had from the Marylebone Station booking-office.



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## PARLIAMENT.

THE struggle in the House of Commons continues to be extremely keen and bitter. Feeling has risen unusually high on both sides. Unionists, who have attended splendidly this Session, brought down the Coalition majority to 37 on an amendment to the Army Estimates with reference to the lot of the soldier married off the strength, and they have at all points—by questions and debates—maintained steady, searching criticism of the Government. On the subject, for instance, of housing at Rosyth they made a severe indictment of the Admiralty. In this, Lord Robert Cecil was supported by Members of other Parties, although most of the Labour representatives, when a division with reference to the matter was challenged, on the Vote on Account, went into the Government lobby amid gibes from the Opposition at their professed "independence." Several Scottish affairs have contributed to Party rancour. The Opposition have insisted that certain provisions of a Bill, assented to by the Government, for the amendment of the Small Landholders' (Scotland) Act are a breach of the arrangement under which the Lords were induced to pass the original Act, and they have charged Mr. Gulland, the Whig, with

any action. Personal controversies such as these indicate the tension which at present prevails. Ulster dominates the situation. Feeling was also excited to an extreme and dangerous degree by a defiant speech concerning that province which Mr. Churchill delivered at Bradford, and which, as Mr. Evelyn Cecil ascertained by a question, was endorsed by

seeing the actual, detailed form in which these were to be submitted; and Mr. Asquith, whose firm attitude was heartily approved of by the Radicals, declared that it would be a waste of time to enter into questions of machinery unless the general principle of the suggested amendment were accepted. He was afraid, he said, of attention being diverted "from the main channel into by-streams and backwaters." His attitude provoked Sir Edward Carson to exclaim that his concession was "a hypocritical sham"—a phrase which was vehemently endorsed by many other Unionists, and a vote of censure on the Government for their refusal to formulate their proposals was tabled the same evening by Mr. Bonar Law. In this manner the struggle was waged with increasing passion, and with declining signs of a conciliatory temper, while Mr. Churchill became the hero of the Radicals. Last week Mr. Lloyd George excited their enthusiasm by his spirited reply to attacks made upon him for inaccuracy and alleged misrepresentation; and this week the First Lord of the Admiralty, who had been for some time out of their favour, completely recovered it by his Bradford menace. Consequently, the Radicals were induced to look with a less unkindly eye than they had formerly turned on the Navy Estimates, which he submitted on



EXHIBITED AT THE AERO SHOW AT OLYMPIA: THE NEWPORT SKIMMER—A FRONT VIEW.

The 5th International Aero and Marine Exhibition opened at Olympia on the 16th after the King had visited it. The Newport Skimmer is designed for high-speed navigation on water only a few inches deep. As soon as the speed gets up, the centre hull lifts out of the water. — [Photo by Albee.]

the Prime Minister. With passion thus inflamed, the Unionists were greatly irritated on Monday by Mr. Asquith's summary manner of dealing with a score of questions as to the working and effect of the suggested concession of an option to Ulster counties. The King's private secretary and the Archbishop of Canterbury were among the Peers in the Gallery at the time, and international interest in the controversy was proved by the presence again of several foreign diplomats. Mr. Asquith surprised the Opposition by declining at the present stage to formulate a cut-and-dried scheme to carry out the suggested amendment of the Home Rule Bill. There was sharp contention between the two Front Benches on this tactical move, each point being cheered in bellicose tones. Mr. Bonar Law asked derisively if they were to discuss the new proposals without



WITH A HULL LOOKING VERY MUCH LIKE A WHALE: THE NEWPORT SKIMMER AT OLYMPIA—A SIDE VIEW.

Today, amounting to the enormous sum of 51½ millions, or 2½ millions more than the votes (original and supplementary) for the expiring financial year. The statement on the Navy Estimates occupied two hours and a-half.



PREPARING AN EXHIBIT AT OLYMPIA: A "WIGHT" SEA-PLANE IN COURSE OF CONSTRUCTION THERE.

delivering at Cromarty and Kirkwall speeches of the same sort as the Wick utterance for which he recently expressed regret; but the Prime Minister has defended his colleagues against the new charge, and bluntly refused to take

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## THE CHRONICLE OF THE CAR.

The Aero and  
Machine Motor  
Show.

One is accustomed to expect progress to be demonstrated through the medium of an exhibition such as that which is running at Olympia during the present week, and truly the visitor's mind will not be disappointed with what he sees at the Aero Show. Of course, the principal interest of the Show centres about the aeronautical exhibits, and it is there that the most progress is manifested. To the student of aircraft and their development will come the comforting reflection that even though Great Britain made a late start in aviation, the lost ground, constructionally at least, has been well recovered, and it is a safe predication that the British constructor has overtaken—if, indeed, he has not passed—his foreign competitors. That is true at least of the British machines exhibited at Olympia so far as concerns comparison with the best of the French aeroplanes, though how we compare with Germany in this respect I am not altogether certain. Very little seems to reach us over here with regard to the progress of flight and the design of the aeroplane in Germany, and while it is possible to secure the most intimate details of any French machine, I do not

remember to have seen published in England scale drawings of German machines except of the older types. We know that, thanks to the public spirit of the Germans and the magnificent manner in which they have supported the several funds that have been organized, aviation is

From the constructional point of view, the most notable change to be observed as compared with last year lies in the enormous development of the sea-plane type. That is, of course, a natural trend of development, since the majority of our air-craft for war purposes will undoubtedly be called upon to work with the Fleet, and must be amphibious machines, so to say, rather than craft which can only be used to any extent over the land. Coincidentally, there is to be noticed a very marked

tendency to make these sea-planes of the "flying-boat" type, rather than to take an aeroplane, fit it with floats, and call it a sea-plane—to make of the type a boat that will fly rather than an aeroplane that will float.

Coming to the aeronautical engine section, our own engine-builders do not seem to be flocking into the industry in any numbers. True, there are a few new motors of British origin, notably the Sunbeam and the Argyl sleeve-valve motor and the new Vickers radial engine, which are all products of the year's progress. Then there are certain engines of foreign design, but which are being manufactured, or which it is intended to manufacture, in this country, of which the Salmson is a case in point. Then, of course, there are the older stagers, like the Wolseley and the Green; while it is possible that there are other motors in process of production, but which

(Continued overleaf)



OF THE TYPE EXHIBITED AT OLYMPIA: A 34-FOOT WOLSELEY MOTOR-LAUNCH WITH A 30-H.P. SIX-CYLINDER ENGINE.

The hull is of tubular metal-gage construction, with interior fittings in chrome-plated. The machinery is beneath the raised fore-deck. The engine can be started from the driving seat, and is very silent in running and without vibration. A boat of this type is shown on Stand No. 31 in the Aero and Machine Exhibition at Olympia.



IN THE NEW FOREST: A 15-H.P. COVENTRY-BUILT STANDARD LIGHT CAR.

The car was recently supplied by the Grosvenor Garage, of Bournemouth, to a well-known lady resident. This little British Standard is one of the "light" class which adheres closely to its design to conventional car position. It is not a "cycle-car," and is all the better for it.

developing very rapidly in that country, and in some respects the Germans probably lead the world. For instance, we know that they are using a great deal of steel in the construction of their machines—in fact, they almost universally construct the framework and loading chassis of steel tubes. In France this method of construction is coming increasingly into favour, but here we are only just beginning. There is one machine at Olympia—the Vickers sea-plane—which is of steel construction, but that material does not figure largely in any other British aeroplanes.



A DAIMLER "TWENTY" OFF THE BEATEN TRACK IN WARWICKSHIRE: IN ROCKY LAKE, NEAR ASHLOW.

The owner of the new Daimler "Twenty" shown in the photograph, while "cruising" round Warwickshire, came across this beauty spot in Rocky Lane, leading to the village of Ashlow. It is near Stoneleigh, famous for its deer park, and considered one of the prettiest villages in England.



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with torpedo body and  
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£410; two-seater, £400.

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# A GOOD JOKE!

**JOHN BULL:** Have you seen the latest, Mr. Dunlop? A foreigner claiming to have invented the pneumatic tyre!

**J. B. DUNLOP:** Ha, ha! Well, that's good! Why, the first pneumatic tyre they ever saw was the Dunlop. Sent our men over to France to teach them how to make 'em, too. And the best of them recognise the fact.

(M. le President de la Commission Sportive de L'Automobile Club de France, speaking at the Pneumatic Tyre Majority Celebration, said: "All of you who have been associated with the movement from its earliest stages . . . as cyclists and as motorists, can appreciate the invention placed at our disposal as the result of the genius of Dunlop. **DUNLOP WAS THE CREATOR.**")

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foremost ever since.



do not figure in the Show because of the proximity of the Military Trials, though I have not heard of any such. It is something that we have progressed during the year to the extent indicated, but I had certainly looked for more British motors, especially as we know that military aviation is destined to make enormous strides in *warfare* during 1914, which means that the Government will require a great many engines for machines intended to be built during the financial year.

In the marine section there is not quite the same progress to be discerned. That, however, is hardly to be expected, since marine models are of a necessarily more settled type—marine motoring is an ancient pursuit when compared to aviation. The section will interest a great many, for there are some notable exhibits both of boats and of power plants. The Austin firm, for instance, are

we know exactly what it is the Government proposes to do; however, it would be futile to assume that this is so. Mr. Samuel did not say, nor did he even infer, that it was intended to go the whole hog and bring the control and maintenance of the main roads directly under the State. Indeed, one can read very little into his speech but a sort of promise of half-measures. As somewhat of a student of highway problems, it is my opinion, for what it is worth, that half-measures would only tend to make confusion worse confounded. For earnest of that, we have only to recall what happened when the Road Board came into existence. Believing that they had only to sit tight and wait for the Board to hand over substantial sums of money towards road construction and improvement, many of the highway authorities virtually suspended everything in the way of improvement, with the consequence that, until the

Board made known its policy, a number of main roads actually degenerated. If, therefore, the intention is to broaden the scope of the Road Board and make it still more the vehicle for distributing doles and grants-in-aid to the local authorities, things had better be left as they are until the Government has time and inclination to apply the oar and only remedy I have indicated. However, we can only wait until the full text of the proposals is made known before we can presume to pass judgment. But I confess I am not sanguine enough to believe that we shall get what we want.

#### How Things are Done in America.

I remember some three

or four years ago, attending a luncheon given in honour of Mr. Henry M. Leland, the President of the Cadillac Company. He set out to talk Cadillac to us, and he talked it for nearly an hour and a quarter, with never a dull moment—indeed, I know I speak for everyone present when I say that we were all sorry when he came to the end. It was by far the most remarkable speech to which I have ever listened, and the (and) which I remember most impressed me was his transparent sincerity and absolute directness of purpose. I know that none of us wondered at the success of the Cadillac after listening to him, for he told us how it had



Photo, Argus-Artist.

GIVING A GOOD VIEW OF THE INSTRUMENT-BOARD AND VARIOUS FITTINGS: A 15-25 H.P. ARMSTRONG-WHITWORTH TOURING-CAR.

The car is fitted with a front-and-back Beaton wind-screen, a E.A.V. electric-lighting set, and a self-starter. The coach-work is the product of the Armstrong-Whitworth body-works at Manchester.



A SMART TWO-SEATER: A 15-25 H.P. CROSLLEY "SHELLEY" MODEL.

This car was completed by a well-known Blackpool motorist. It has a streamlined body with a semi-tuffana back and silver-metal, and a 12-volt Bosch lighting set.

showing a group of motors which will command a great deal of attention, if only for the reason that they engined *Maple Leaf IV*, the boat which scored such a splendid victory for Great Britain in last year's races for the British International Trophy.

#### Main Roads and the State.

Speaking the other day to a conference called to consider the problem of arterial roads for Greater London, the President of the Local Government Board made a most important announcement, which was in the effect that the Government intended to introduce a measure during this Session the effect of which would be to throw much more of the cost of main-road maintenance on the Imperial Exchequer. A sanguine view to take of this statement would be to take it to mean that we are close to the consummation of the one real remedy for the existing chaos of our highway system—a Central Road Authority. Until



SIR WILLIAM BEARDMORE'S NEW CAR: A 20-25 H.P. ARRILL-JOHNSTON CARRIAGELET.

been done—and interested us in everything connected with the car and the enterprise. eloquent of his methods and those of the firm is a booklet that has just reached me relating to the Cadillac School of Applied Mechanics, in which are trained the young men who in the years to come

(Continued on page 489)

# Vauxhall

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Again, "Its output of energy is so wonderful," writes Mr. J. Owen, in the *Westminster Gazette*, "that the power (highly rated as it is in the catalogue) might be said to be unnecessarily underrated."

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# ARMSTRONG WHITWORTH



**The First Brooklands Meeting.** The programme of the first meeting of the year, to be held on Easter Monday, has been issued by the Brooklands Club, and contains particulars of eight races for cars, two for motor-cycles, and an "Easter Aeroplane Handicap." There is not much of innovation in the particulars, though one new rule embodied is earnest of the attempts that are being made to solve the fuel supply problem and the progress made in that direction. The rule in question is to the effect that, except where the race conditions specifically state the contrary, "any fuel which is commercially obtainable may be used." This, of course, lets in benzol, paraffin—in fact, any sort of fuel which will burn in an internal-combustion engine.

W. WHITELL.

To Correspondents.—Communications for this Department should be addressed to the City Editor, *National Labor Union*, Strand, W.C.

5 J. PUGLASE (Hindi). – We are much obliged for your problem, and have little doubt it will prove attractive.

SOLUTION OF PROBLEM No. 1549.—By RICHARD I. HERRICK.

2.  $\frac{1}{2} \ln 2$  and  $\frac{1}{2} \ln 4$

Received 10 April 2003; accepted 10 May 2003

SOCIETY OF FRIENDS No. 1842.—By BENJAMIN L. HARRIS.

NUMBER PLATE

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Multiple regression analysis

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1992, August



SUMMARY

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Section on Medical Devices

Seq. 1, K 15 15 15; Seq. 2, P 10 K 40 10 10; Seq. 3, U 10 U 10 10; Seq. 4, U 10 K 10 10; Seq. 5, K 10 10 10.

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**CORRECT SOLUTIONS OF PROBLEM No. 3936** received from T. O'Neill (Los Angeles, California); of No. 3935 from H. A. Sells (Denver), R. B. Cooke (Madison, U.S.A.), and J. Samuels (Brooklyn, U.S.A.); of No. 3939 from A. Perry, Blair H. Cochrane (Hartung), and E. P. Stephenson (Llandudno); of No. 3940 from Blair H. Cochrane; of No. 3941 from Captain Chaffee (Great Yarmouth); L. Seida (Vienna), Dethel Jaenen (Apeldoorn), John Warkentin (Windsorfield), E. P. Stephenson, John Isaacson (Liverpool), R. Donner, A. Perry (Dublin), F. W. Atkinson (Lincoln), T. Smith (Brighton), J. D. Fianthus, J. S. Wooley (Exeter), H. R. T. Pome (Geneva), J. Isaac (Gothelred), F. Hunter (Wigan), Mrs. Hulse Roll (Pezanzen), and W. C. D. Smith (Northampton).

CORRECT SOLUTIONS OF PROBLEM No. 342 received from W. Best (Dorchester), F. Smart, H. F. Dodkin (Fairview), A. W. Hamilton-Gelt (Myers), H. S. Brundage (Cineba), W. H. Taylor (Westcliff-on-Sea), G. Stillingford Johnson (Goldham), F. Hunter, J. Green (Bridgely), J. Fowler, J. W. Horn (Barnesville), A. H. Arthur (Bath), B. Winters (Canterbury), J. Wilcock (Gloucestershire), H. H. Lockman, W. Enfield-Jones, and G. Fletcher (Sheffield).

## CHESS IN LONDON

Game played in the City of London Chess Club Championship Tournament,  
between Messrs. E. D. Collins and H. Jacobs.

### Wagner's *Das Rheingold*

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 105–112

white (Mr. i.)	black (Mr. j.)	white (Mr. i.)	black (Mr. j.)
i: P to Q 4th	P to Q 4th	re: Kt to Kt 3rd	Q to B 4th

17. K R to K spich | K to Q and  
18. K to B and Q takes Q

a. P to B 4th	B to Q 5th	Black can take who'd exchange
x. P to Q 4th	P takes P	(as he likes), and he accordingly
d. B takes P	B to Q 3rd	moves in the table.

7. K1 to Q 5 and P to Q R 3rd	19. R takes Q	K1 to B 3rd
8. P to K 4th	20. R takes P	Q R to K 4th

While at the proper moment this	11. $Q$ R to $Q$ =; R takes R
advance is usually a good one, here	12. R takes R
we decline it in consequence. Another	

Although playing the adversary's game, there is nothing better to be done. The position is hopeless.

$\alpha$ : B to K and m: Q to Q and	$\beta$ : m to K and $\gamma$ : K to K and	$\delta$ : m: The position is superior, K: B to K and $\epsilon$ : B takes B. K: K takes B.
--	---	--

More aggressive than this is required. Q to K 3rd from bottom	24 K to B 3rd	K to B 3rd
	25 P to B 3rd	K to K 2nd

interesting conclusion	at	K to Q 3rd	B to B 5th
vs.	B takes Kt	17	P to Q R 4th, K to Q 3rd

10. $P$ takes D	Q to D 3rd	18. P to Q K1 4th	P to K K1 4th
12. P to Q 4th	K1 to Q 5th	19. P to K1 5th	P to Q H 4th
13. B takes K1	Castles B	20. K to Q 4th	P to K1 4th

14. K1 to K 202 Q takes P  
15. Castles Q R Q takes K V

1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 26

We learn that the Hon. Frederic Anson will give a ball in the new ball-room of the Piccadilly Hotel on Wednesday, May 12.

on Wednesday, May 6.

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# THE ILLUSTRATED LONDON NEWS

Vol. 54—No. 1405.  
The International News Company, 65 & 67, Duane Street.

NEW YORK, SATURDAY, APRIL 11, 1914.

Fifteen Cents a Copy.  
\$2 a Year in Advance.



NIGHT SIGNALLING BY THE ULSTER VOLUNTEER FORCE: FLASHING A MESSAGE BY MORSE CODE AND RECEIVING THE ANSWER, NEAR BELFAST.

Mr. S. Begg, our Special Artist in Ireland, writes concerning this drawing: "The signalling and dispatch-riding of the Ulster Volunteer Force have been brought to a state of high efficiency. The electric lamps used for night signalling are of the latest pattern. Communication can be kept up with them over twelve or fifteen miles, and for considerably longer distances when the conditions are exceptionally favourable."

The man standing behind the lamp flashes the dot-and-dash signals by pressing a switch. The man stretched on the ground is reading the answering signals, which the kneeling man is noting at his dictation. Such practice is held every night near Belfast and other places." Sir Edward Carson said recently: "We are bound to go on with our preparation so long as the Government go on with their Bill."

Drawn by S. Begg, our Special Artist in Ireland.







## "ANY ARMS, REVOLVERS, AMMUNITION?"—A NEW CUSTOMS QUESTION!

DRAWN BY FRÉDÉRIC DE HARNEN FROM A SKETCH BY S. BEGG, OUR SPECIAL ARTIST IN IRELAND.



IN SEARCH OF WEAPONS DESTINED FOR ULSTER VOLUNTEERS: CUSTOMS OFFICERS ASKING PASSENGERS IF THEY HAVE ANY ARMS TO DECLARE ON THEIR ARRIVAL AT GREENORE.

It has been a matter of common knowledge for a while past that the authorities have been doing everything possible to prevent the importation into Ireland of arms and ammunition which might come into the hands of members of the Ulster Volunteer

Force. Such a scene as that here illustrated by our Special Artist brings this fact home with especial force. Greenore, on the coast of Leath, is the packet-station for the London and North-Western Railway steamers from Holyhead to Ireland.





BY G. K. CHESTERTON.

IF one wrote a thousand books about the matter, one could not make a plainer picture of the difference between the English temperament and the French temperament in practical politics than by comparing the two outrages that have recently been done by prominent and educated women. An English lady comes sincerely to the conclusion that it would be good for her body and soul to have a vote, which means the thousandth fraction of a lawyer on the make, who will always do what his party leaders tell him, and sometimes what his party opponents tell him—but never, under any earthly circumstances, what she tells him. Very well. What does she do then? She thoughtfully betakes herself to a picture gallery, and walks round it until she has selected the picture which has the least possible connection with the business in hand—a very delicious Velasquez, which, if it is in honour of anything, is presumably in honour of the beauty of her sex. She carefully slices it about with a chopper—without doing it irreparable injury. In my simple masculine mind, the connection of ideas is not clear. Not long after this occasion, the wife of a French politician comes to the conclusion that her husband is being slandered by a journalist. But, strange to relate, she does not go to the Louvre and fire bullets at the Venus of Milo, which would seem the more natural course. On the contrary, she goes to the journalist's office and fires bullets at the journalist. This is certainly a much more wicked thing to do; but I cannot conceal from myself that it is also much more intelligible. It is not very sensible, of course, because it has really sounded a trumpet for the triumph of her political enemies—just as the murder of St. Thomas of Canterbury was instantly followed by the victory of the Church and humiliation of the King. But I can trace that connection of ideas in this case which entirely escapes me in the other. And though both these unfortunate ladies were probably hysterical and desperate, and my own instinct would be to deal leniently with them, yet in the French case one can see, through all its distortion of derangement and criminality, a curious kind of crooked shadow of the political genius of France.

But the point I wish to raise here is quite apart from the horror and distress of this particular crime. There is one peculiarity which both offenders have in common, and which seems to me to go very deep into the strange squabble of the sexes that has arisen in our time. Now the real poison and peril in that squabble is not in any mere anarchy arising out of it. It is not that people break windows, still less that they attempt to vivisection the Rokeby "Venus." I think it rather healthy for the respectable classes to have their windows broken at proper historical intervals; and as for the Rokeby "Venus," hadst not attached some importance to self-control, I might have put my foot through it long ago. No, the vital evil is this: that the sexes, like any other two parties to a business, may get themselves into such an attitude to each other that neither can respect the other. Everything and everybody has its weak side and its strong side; and this Suffragette business means the woman always turning her weak side to the man; and the man, in consequence, turning his weak side to the woman. Very broadly, the weak side of the woman is unreasonableness, and the weak side of the man is irritability; and not a few signs of it are beginning to show themselves. If I make myself clear, the one sex cannot get round to the right side of the other. It is maddening to watch. It is like watching somebody trying to join a book and eye, each of them held the wrong way round. It is like watching a drunkard trying to find the key-hole with the wrong end of the key.

Now there are certain perfectly definite oddities or limitations which are more common in women, just as there are others which are more common in men. And if a man never appeared to a woman except when he was drunk, and a woman never appeared to a man except when she was in hysterics, what could the comradeship of the sexes would scarcely be advanced. And the two political women of whom I have spoken both exhibit a trait which would probably be exhibited by the best and wisest woman in the world if she stood in this unlucky attitude towards accidental circumstances. Frankly, the trait is this—that the things the Suffragettes do are not half so silly as the things they say. And the reason for the silliness in the things they say is not in the least that they are sillier than other people, or that women are sillier than men (which they certainly are not); the reason is that they do not care what they say. They do not

a good hard knock, since that is her symbolic way of saluting female excellence. But I do not believe for a moment that the lady had any such theoretic reason before she performed the practical action; I think it was an after-thought. And by this I do not mean in the least that she is not serious about the justice of the Vote. I mean that she is not what I should call serious about the justice of the Word—the spoken utterance, declaration, or definition. So long as she is right, she doesn't think it much matters what she says. And this is not a proof of silliness; it is simply a bias of sex. Now it is the curious fact that the unhappy woman in Paris, who went much more directly about her business in the practical sense, exhibited very much the same weird frivolity about it afterwards. She appears to have said that she didn't shoot at M. Calmette to kill him, but to "give him a lesson." She may be telling the exact truth, for all I know; but it is a logical position which I cannot unravel. It seems to me strange to suppose that a gentleman who has a lot to say against you would be more inclined to let you off after you had tried to murder him, and failed. It also seems to me to imply considerable confidence in your own marksmanship to suppose that you could exactly regulate the extent of the lesson conducted by emptying five barrels of a revolver into a man's back. Was it perhaps a lesson in marksmanship?

And the moral of all this is not in the least that women are incapable of common-sense, but simply that we have not enough common-sense to give them a real chance of expressing it. Women ought to be doctors; but women were doctors in the Middle Ages. Women ought to sit on juries in certain cases; but in those cases they sat on juries in the Middle Ages. Women ought to be Queens; but they were Queens in the Middle Ages. The reason why some hesitation has been felt about their adopting some other professions and practices will generally, I think, be found to work back to a dark subconscious doubt in the male mind about whether those practices are quite unimpeachably honourable. The soldier is right to kill; but killing is rather beastly. The barrister is right to cross-examine; but cross-examining is much more beastly. What I suggest is the strange fancy that our forefathers were not all Gods; and that it is worth while to consider seriously whether their traditions did not generally follow the tracks of human instinct and experience. And the primary instinct is to avoid the occasion when people appear at their worst.

If a Frenchman and an Englishman wanted to settle something, it might be wise for the Englishman to make an appointment on Shakespeare's Cliff, overhanging the sea at Dover; or it might even be wise for the Frenchman to make an appointment in the old town of Calais, for which the burghers dared so much and which Mary Tudor had written on her heart. But I really do not advise the Frenchman and the Englishman to settle their differences on the boat between Dover and Calais on a rather stormy day. Neither could be certain of the preservation of that dignity which is a considerable part of diplomacy. It is not really a spiritual degradation to be sea-sick; nor is it a spiritual degradation to be hysterical. But there is a very real blunder in people putting themselves into these repulsive and impossible attitudes when they are trying to persuade somebody else that they are right. And the modern quarrel between the sexes is really a misunderstanding of this sort.

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THE MAN WHO MADE POSSIBLE THE BUILDING OF THE PANAMA CANAL. SURGEON-GENERAL GORGAS, THE FAMOUS AMERICAN SANITARY OFFICER, RECENTLY HONOURED IN LONDON.

Surgeon-General William Crawford Gorgas, who recently arrived in London from South Africa, was the guest of honor at a dinner given by the British medical profession at the Savoy Hotel on the 21st in recognition of his great services in stamping out tropical diseases. As Sanitary Officer of the Panama Canal Commission since 1904, he converted the Canal region from one of the deadliest spots on earth into quite a healthy region, and enabled 15,000 to 20,000 white laborers to work there for ten years. This he accomplished by stamping out the mosquitoes that cause yellow fever, and by other sanitary measures. Without his work (which cost about five per cent. of the total amount spent on construction) the building of the Panama Canal would have been impossible. He previously carried out a similar campaign against yellow fever in Cuba, more especially Havana. He has just a high tribute to the work of British scientists like Sir Ronald Ross and Sir Patrick Manson in discovering the origin of tropical diseases. In South Africa he has been advising the Johannesburg Chamber of Mines on sanitation. He arranged to return to Panama after a week in London.

listen to what they say. They are full of the practical female glow of having done something; and the explanation they give is simply anything that comes into their heads. The lady who gave the "Venus" a good hard knock said afterwards that she had selected it as the most beautiful woman in mythology, and as a parallel to Mrs. Pankhurst, who was the most beautiful character in modern history. The logical deduction of which, as it presents itself to me, is that she should take a chopper and give Mrs. Pankhurst



# CLOSELY GUARDED CRAIGAVON: AND FRIENDLY VOLUNTEERS AND SOLDIERS.

SKETCH BY S. BEGG, OUR SPECIAL ARTIST IN IRELAND; PHOTOGRAPH BY MACFARLANE.



IN THE RESIDENCE CLOSELY GUARDED BY THE ULSTER VOLUNTEER FORCE. SIR EDWARD CARSON: CAPTAIN JAMES CRAIG: LORD LONDONDERRY: AND LIEUTENANT-GENERAL SIR GEORGE RICHARDSON IN THE BILLIARD-ROOM AT CRAIGAVON.

On his arrival at Belfast, after his dramatic exit from the House of Commons, Sir Edward Carson was escorted to Craigavon, the residence of Captain James Craig, by two companies of the West Belfast Regiment of the Ulster Volunteer Force, under Captain Crozier. Craigavon was guarded at its entrances and inside the grounds by Ulster

Volunteers, who it was arranged should remain on duty day and night during the Ulster leader's stay, and should admit no one without a permit. Sir Edward Carson is seen on the left of our sketch; then (standing) are Captain James Craig and Lord Londonderry. Sitting on the right is Lieutenant-General Sir George Richardson.



AFTER WORSHIPPING SIDE BY SIDE AT OMAGH: MEN OF THE ULSTER VOLUNTEER FORCE FACING A DETACHMENT OF THE BEDFORDS.

The people of Omagh were somewhat astonished on Sunday, March 22, when over 200 men of the Ulster Volunteer Force turned out for a military Church service, to welcome the detachment of the Bedfordshire which had just arrived in the place. Soldiers

and Ulster Volunteers shared books in the church and saluted each other as they marched off. When the photograph was taken the troops had just fallen in after the service. The incident is significant of the friendly feeling between the U.V.F. and the troops.



# ULSTER: THE BRITISH GOVERNMENT; AND THE BRITISH SOLDIER

PHOTOGRAPHS BY SHORT AND GENERAL, GALE AND POLAR



1. GENERAL SIR ARTHUR PAGET TO WHOM IT FELL TO QUESTION HIS OFFICERS AS TO THEIR INTENTIONS WITH REGARD TO MILITARY ACTIVITY IN ULSTER.  
2. AN OFFICER WHO RESIGNED: MAJOR R. H. KEARSELY BRIGADE MAJOR OF THE 2ND CAVALRY BRIGADE AND BRIGADIER-GENERAL GOUGH'S CHIEF OFFICER.

3. AT THE WAR OFFICE: BRIGADIER-GENERAL JOHN GOUGH V.C., CHIEF GENERAL STAFF OFFICER AT ALDERSHOT (LEFT); AND HIS BROTHER, BRIGADIER-GENERAL HUBERT DE LA POER GOUGH COMMANDER OF THE 3RD CAVALRY BRIGADE, WHO RESIGNED SUPERVISION OF MILITARY MOVEMENTS IN BELFAST: BRIGADIER-GENERAL COUNT GLEICH.

March, 1914, is a month which will be long remembered in the political and military history of this country. The resignations of a number of British officers stationed in Ireland, who handed in their papers in the belief that they might have to fight against the Ulster Volunteer Force and the people of Ulster, were followed by much activity in Whitehall. Amongst those who visited the War Office, coming from Ireland for the purpose, were General Sir Arthur Paget, General Officer Commanding-in-Chief the Forces in Ireland; Brigadier-General Hubert de la Poer Gough, Commander of the 3rd Cavalry Brigade, stationed at the Curragh; Lieutenant-Colonel A. Parker, of the 5th (Royal Irish) Lancers, of the 3rd Cavalry Brigade; and Lieutenant-Colonel M. L. MacEwen, of the 16th (the Queen's) Lancers, of the 3rd Cavalry Brigade. The military correspondent of the "Times" said: "Brigadier-General Hubert Gough was summoned to Dublin with other officers, and was given two hours in which to decide whether to submit or resign. This distinguished officer . . . replied that he did not require two hours for his decision, and immediately resigned. He was instructed to take back to his commanding officers the ultimatum addressed to him, with the result that practically the whole of the officers of the 3rd Cavalry Brigade, including most of the Horse Artillery, resigned en masse." Colonel Seely said that the resignations of the officers were due to a misunderstanding of the nature



## THE ARMY'S IMPORTANT "HOME RULE BILL" ACTION IN IRELAND.

OFFICIAL, LAFAYETTE (DUBLIN), NEWS ILLUS., AND PHOENIX STUDIO.



5. SUMMONED TO LONDON: LIEUT.-COLONEL M. L. MACEWEN, OF THE 16TH LANCERS  
6. OF A REGIMENT MANY OF WHOSE OFFICERS RESIGNED IN THE BELIEF THAT THEY  
MIGHT HAVE TO FIGHT AGAINST THE ULSTER VOLUNTEER FORCE AND THE PEOPLE  
OF ULSTER: OFFICERS OF THE 4TH HUSSARS.

7. OF A REGIMENT WHOSE OFFICERS WERE, WE HEAR, THE FIRST TO BE TOLD THEY  
MUST ACT AGAINST ULSTER OR RESIGN, AND WERE GIVEN TWO HOURS TO DECIDE:  
OFFICERS OF THE 5TH LANCERS, EIGHTEEN OF THE TWENTY OF WHOSE OFFICERS  
PRESENT WITH THE REGIMENT RESIGNED.

of the duties they were asked to perform. Brigadier-General Hubert Gough left London for Dublin on the same night, and it was understood that he resumed command of his Brigade with a written assurance from the Government that the troops under his command would not be used to coerce Ulster. All the officers who resigned have been reinstated. In the 4th Hussars group are, from left to right (back row): 2nd Lt. M. F. Radclyffe, 2nd Lt. W. A. C. Heyman, Lt. R. J. V. Falkner, Hon. Lt. G. R. Burton (Q.M.), and Lt. B. B. Falkner, Lt. F. King; (second row): Lt. Sir J. H. B. D. Tichborne, Bt., and Lt. G. G. F. Greville, Lt. J. D. Bibby, Capt. B. Wood, Lt. H. K. D. Evans, Capt. N. O. Laing; (front): Capt. T. W. Pragnell, Major J. E. C. Darley, Lt.-Col. I. G. Hogg, D.S.O., Capt. A. V. W. Stokes (Adj.), and Capt. A. D. Bell. In the group of officers of the 5th Lancers are seen, from left to right (back row): Major Macdougall (Vet.-Surg.), Lt. J. L. Wordsworth, Lt. the Hon. H. C. Alexander, Lt. J. A. Batten Pool, and Lt. W. H. Coulter, Lt. A. I. Macdougall (Adj.), Hon. Lt. G. J. Burridge (Q.M.), and Lt. E. W. Robinson, Lt. J. A. I. Rice, Lt. B. W. Robinson; (middle row, sitting): Capt. E. H. Sleigh, Capt. A. G. McClintock, Major J. B. Jardine, D.S.O., Lt.-Col. A. Parker, Major M. F. McTaggart, Major O. K. Chance, Capt. V. de V. M. Vallance; (sitting on ground): 2nd Lt. C. H. Stringer, and Lt. J. M. Gordon-Dill.





Photo: Elliott and Fry.  
**PROFESSOR A. S. EDDINGTON.**  
Who has been appointed Director  
of the Observatory at Cambridge.



Photo: Elliott and Fry.  
**MR. EDWARD SCHRÖDER  
PRIOR.**  
Slade Professor of Fine Art at  
Cambridge—elected an A.R.A.



Photo: Elliott and Fry.  
**MR. JAMES SANT, R.A.**  
The veteran painter, who has resigned his Membership  
of the Royal Academy, to make way for younger men.



Photo: Elliott and Fry.  
**MR. JULIUS OLSSON.**  
The Tenthredinid of Cornish seas  
and cliffs, who has recently been  
elected an A.R.A.



Photo: Elliott and Fry.  
**MR. ROBERT ANNING BELL.**  
Professor of Design at the Glasgow  
School of Art—elected an A.R.A.

### PORTRAITS AND PERSONAL NOTES

SIR Robert Ball's fame as a popular writer made the work of the Cambridge Observatory widely known. Since his death the post of Director of the Observatory has been given to Professor Arthur Stanley Eddington, who holds the Plumian Chair of Astronomy in the University. Professor Eddington, who is a Fellow of Trinity, was Senior Wrangler in 1904 and Smith's Prizeman in 1907. He has since been Chief Assistant at the Royal Observatory at Greenwich up to last year. His special subject is that of stellar motions and star-streams.

Although he has generously resigned his membership of the Royal Academy in order to enable some Associate to be promoted, Mr. James Sant, the veteran painter, now in his ninety-fourth year, has not laid down his brush. He is at present working at a portrait, and hopes to continue exhibiting at the Academy, where he first had a picture hung in 1840. Among his best-known works are "The Soul's Awakening," "Little Red Riding-Shoes," and "The Walk to Emmaus." He was elected an R.A. in 1890, and in 1878 became Principal Painter in Ordinary to Queen Victoria.

Within ten days no fewer than four Army air-men lost their lives recently in flying accidents on Salisbury Plain. In one case of the 14th we recorded three of these sad fatalities—those to Captain Allen, Lieutenant Burroughs, and Captain Downer. The fourth accident, that to Lieutenant Hugh Frederick Treeby, of the West Riding Regiment, took place at the Central Flying School, Upavon, on the 10th. His machine fell



Photo: Elliott and Fry.  
**THE LATE LIEUTENANT H. F.  
TREEBY.**

The Army Airman who was killed recently by a fall at the Central Flying School, Upavon.

into some fir-trees, and he was killed on the spot. Lieutenant Treeby was twenty-six, and took his Aero Club certificate at Brooklands last November. He joined the Central Flying School at Upavon in January, on the same day as Captain Downer.

As Superintendent of the Reading Room at the British Museum, Mr. Robert Fairguth Sharp succeeds Mr. G. F. Barwick, who was recently promoted to be Keeper of the Printed Books. Mr. Sharp has been Assistant Keeper in that Department since 1888. He is an authority on literature, music, and drama, and has published a number of books, including a "Dictionary of English Authors," "Architects of English Literature," "Makers of Music," a work on Wagner, and a "Short History of the English Stage." He has also translated the plays of Ibsen and Björnson. His version of the latter's drama, "A King," was recently given by the Play Actors at the Court Theatre.



Photo: Elliott and Fry.  
**THE LATE MR. J. B. CLOSE-BROOKS.**  
A well-known Cambridge Cricketer of the 'seventies, who played twice against Oxford.

Years after his own triumphs in cricketership, the late Mr. J. B. Close-Brooks was a familiar figure, as coach, on the fowling-path at



Photo: Elliott and Fry.  
**MR. GUY FRANCIS LAKING, M.V.O., F.R.S.**  
Keeper of the London Museum, who recently conducted the King and Queen round its new home at Bedford House.

Diamond Sculls. He was a partner in the Manchester banking firm of Messrs. Conliffes, Brooks, and Co. afterwards incorporated in Lloyd's Bank. In 1911 he was High Sheriff of Cheshire.

After some five months' hard work in transferring the collections of the London



Photo: Elliott and Fry.  
**MR. ROBERT FAIRGUTH SHARP.**  
Appointed Superintendent of the Reading Room at the British Museum.

Museum from Kensington Palace to Stafford House, Mr. Guy Laking the Keeper of the Museum, had the gratification of conducting the King and Queen round the exhibits in their new quarters, and of receiving a handsome compliment from their Majesties on the work that had been done. "I desire to congratulate the Trustees, the Curator, and the staff," wrote the King after the visit, "upon the arrangements and the great range of the objects which have been collected in so remarkably short a time, and which give already so complete a history of London from its earliest to its latest day." Mr. Guy Laking is the son of Sir Francis Laking, Physician-in-Ordinary to the King.

Three new Associates of the Royal Academy have recently been elected—Mr. Julius Olsson, Mr. Robert Anning Bell, and Mr. Edward S. Prior. Mr. Olsson is well known as a painter of Cornish seas and cliffs, which he has studied for many years, at St. Ives and other places in the Delectable Duchy where artists congregate. His "Moonlit Shore," now in the Tate Gallery, was bought by the Chantry Trustees in 1911. He was born in London in 1864, and holds rather an unusual office for a painter—that of Justice of the Peace. Mr. Edward S. Prior, the architect, was appointed Slade Professor of Fine Art at Cambridge two years ago. He was educated at Harrow and Caius, and has done professional work for both his school and his Alma Mater, having been architect to Harrow School and Cambridge University, as well as Winchester College. Mr. Robert Anning Bell, who is Professor of Design at the Glasgow School of Art, is known both as a painter, modeller, and designer, and as an illustrator of books. Among his mediums in design are stained glass and mosaic.

Sir Thomas Gordon and his twin brother, the late General Sir John James Hood Gordon, were known as "the Gemini Generals" because, besides being born together, they entered the Army on the same day and were both made Generals on the same day. They were the sons of Captain William Gordon, who fought in the Peninsula, and married a Spanish lady, Doña Marianna Carlotta Lou Gonzalves de Mello. Sir Thomas Gordon served in the North-West Frontier Campaign of 1891, the Indian Mutiny (when he commanded the 7th Punjab Infantry at the capture of the Oude Forts), the Afghan War of 1879-82, and in several other campaigns and military missions. From 1889 to 1893 he was Oriental and Military Secretary to the Teheran Legation. He was the author of "Persia Revisited" and an autobiography called "A Varied Life."

Sir John Macdonald has had a very distinguished legal and political career. From 1876 to 1880 he was Solicitor-General for Scotland, and later became successively Dean of the Faculty of Advocates and Lord Advocate of Scotland. In 1885 he was made a Privy Councillor, and from that year till 1889 was M.P. for the Universities of Edinburgh and St. Andrews. Since 1888 he has been Lord Justice-Clerk of Scotland and Lord President of the Second Division Court of Session. Sir John has also many claims to distinction in a military capacity and as an electrical inventor, and it was he who brought about the use of post-cards. He has written many books on legal, military, and mechanical subjects. At one time he was captain of the Royal and Ancient Golf Club.



Photo: Elliott and Fry.  
**THE LATE GENERAL SIR THOMAS  
EDWARD GORDON.**

One of "the Gemini Generals," who distinguished himself in India and Afghanistan.

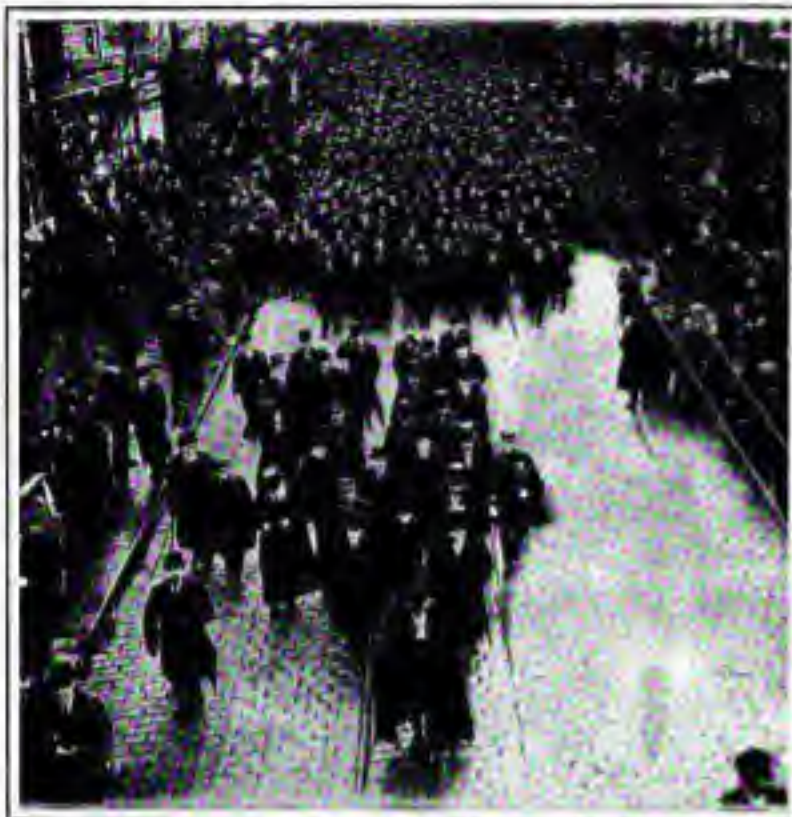


Photo: Elliott and Fry.  
**THE RT. HON. SIR JOHN MACDONALD.**  
Lord Justice-Clerk of Scotland, whose Retirement has been mentioned as probable.



# THE MURDERED EDITOR: GASTON CALMETTE'S FUNERAL IN PARIS.

PHOTOGRAPHS BY TOPICAL AND L'ILLUSTRATION.



SOME OF THE 4500 PEOPLE WHO WALKED IN THE PROCESSION; RELATIVES OF M. CALMETTE IN THE FOREGROUND; AND OTHER MOURNERS.



THE ENORMOUS CROWDS THAT GATHERED IN THE RAIN TO WATCH M. CALMETTE'S FUNERAL CORTEGE; THE PROCESSION SHOWING THE WREATH-COVERED HEARSE.



AS IT WAS JUST AFTER THE SHOOTING OF M. CALMETTE BY MME. CAILLAUX: THE EDITOR'S ROOM AT THE "FIGARO" OFFICES; SHOWING M. CALMETTE'S COAT AND SHIRT ON A CHAIR.

The funeral of M. Gaston Calmette, the late editor of the "Figaro," who was shot in his office by Mme. Caillaux, wife of the ex-Minister of Finance, took place in Paris on Friday, March 20. In spite of heavy rain, vast crowds assembled to watch the procession. The coffin was borne on a hearse loaded with flowers from the little church of St. Francis of Sales in the Rue Ampère to the family vault in the Cimetière des Batignolles just outside the city walls. There were some 2500 people in all in the procession, which was quite a mile long, and included a number of delegations from

various societies and students. Behind the hearse walked the chief mourners, the whole staff of the "Figaro," and personal friends. Those on foot were followed by five cars loaded with wreaths. Among the many distinguished people present were Mme. Sarah Bernhardt, Mme. Réjane, M. Emile Loubet, M. Fallières, M. Briand, and Pierre Murat. President Poincaré drove up to the church and wrote his name in the register, according to custom, but did not attend the service. A strong force of police guarded the route, and during the actual procession all was quiet and orderly.



# SIR EDWARD CARSON CLOSELY GUARDED AT CRAIGAVON

PHOTOGRAPHS BY C.N., L.N.A., ILLUSTRATIONS



1. FOR THE ULSTER VOLUNTEER FORCE GARRISONING CRAIGAVON DURING SIR EDWARD CARSON'S VISIT: REDSTRAPS AND CHAINS FOR THE MEN BEING UNLOADED.
2. THE RESIDENCE WHICH IT WAS ARRANGED SHOULD BE GUARDED DAY AND NIGHT BY MEN OF THE ULSTER VOLUNTEER FORCE DURING SIR EDWARD CARSON'S STAY THERE: CAPTAIN JAMES CRAIG'S HOUSE, CRAIGAVON.

3. GIVING UP THEIR BALL CARTRIDGES AFTER HAVING ESCORTED SIR EDWARD CARSON TO CRAIGAVON: MEN OF THE ULSTER LEADER'S ESCORT UNLOADING RIFLES AND REVOLVERS.
4. USING A FIELD TELEPHONE: CAPTAIN CROZIER, WHO WAS IN COMMAND OF THE ULSTER VOLUNTEER FORCE GUARD OF HONOUR AND ESCORT FOR SIR EDWARD CARSON.

On Thursday, March 19, Sir Edward Carson made a dramatic exit from the House of Commons; and the Opposition, with the exception of Mr. Bonar Law and Mr. Austen Chamberlain, rose and cheered him as he went. This, after he had said: "I hate all this talk about the Army being sent to Ulster. The Ulster people have always been on the best of terms with your Army, and it is the only part of Ireland of which that can be said, and said truly. Your Army is welcomed there, as your Fleet was the other day, as much as in any part of the United Kingdom—so much so, that you need not, before you commence operations, remove the regiments that are there at the present moment. I have never asked that the Army should not be sent there. I have never asked that the Army should not do its duty when it is sent there. I hope and expect it will. It would be a poor sort of courage to tell men to arm and train themselves



# THE U.V.F. ON DUTY AT CAPTAIN CRAIG'S RESIDENCE.

BUREAU, TOPICAL, AND NEWSPAPER ILLUSTRATIONS.



5. CHANGING GUARD: A SCENE AT THE MAIN ENTRANCE TO CRAIGAVON.

6. GUARDING THEIR LEADER: MEN OF THE ULSTER VOLUNTEER FORCE IN THE COURTYARD OF CRAIGAVON.

7. COMMUNICATIONS FOR THE FORCE AT CRAIGAVON: LAYING A FIELD-TELEPHONE LINE.

8. ON DUTY OVER THE ARMS AND AMMUNITION: A GUARD AT CRAIGAVON.

9. COLLECTING CARTRIDGES FROM THE GUARD GOING OFF DUTY AT CRAIGAVON.

10. TYPICAL OF THE GUARD AT CRAIGAVON: MEMBERS OF THE ULSTER VOLUNTEER FORCE AT CAPTAIN CRAIG'S RESIDENCE.

11. MAKING A ROUND OF INSPECTION OF THE GARRISON: SIR EDWARD CARSON; LORD LONDONDERRY (LEFT); AND CAPTAIN JAMES CRAIG, AT CRAIGAVON.

and then to ask that somebody should hold back the Army from going there. No, Sir, but perhaps you will consider before you do it. Cast your mind forward. What will be the effect on the Army? You will be all right; you will be no longer cowards. The cowardice will have been given up. You will have become brave in embreaching yourself behind the Army. Under your directions, they will become assassins." Sir Edward arrived at Belfast on the morning of the 26th, and was awaited by two companies of the West Belfast Regiment of the Ulster Volunteer Force, under Captain Crosier. He drove to Craigavon, the residence of Captain James Craig, in a motor-car and under the escort of the Volunteer Guard of Honour. Craigavon was guarded at its entrances and inside the grounds by Ulster Volunteers, who, it was arranged, should remain on duty day and night during Sir Edward's stay and should admit no one without a permit.



# NON-PROVOCATIVE MILITANCY IN ULSTER: BRITISH SOLDIERS

PHOTOGRAPHS BY PHOTO PRESS



1. IN DUBLIN HARBOUR: H.M. TORPEDO-BUAT DESTROYER "FIREDRAKE"

2. MEMBER OF THE MILITARY COUNCIL OF THE "ULSTER PROVISIONAL GOVERNMENT" AND HOST OF SIR EDWARD CARSON AT CRAIGAVON: CAPTAIN JAMES CRAIG, M.P. FOR THE EAST DIVISION OF CO. DOW

3. MEMBER OF THE MILITARY COUNCIL OF THE "ULSTER PROVISIONAL GOVERNMENT": MAJOR R. C. A. MCALMONT, M.P. FOR EAST ANTRIM

4. MANOEUVRING IN THE GROUNDS OF LORD SHAFTESBURY'S RESIDENCE, BELFAST CASTLE: MEN OF THE ULSTER VOLUNTEER FORCE AT SKIRMISHING AND RUNNING DRILL

5. TRANSFERRED TO HOLYWOOD BARRACKS, FOUR MILES OUTSIDE BELFAST: THE DORSET REGIMENT MARCHING FROM VICTORIA BARRACKS

6. MEMBER OF THE MILITARY COUNCIL OF THE "ULSTER PROVISIONAL GOVERNMENT": COLONEL ROBERT H. WALLACE, C.B., D.L.

On March 22, Mr. Asquith authorised the publication of a statement by the "Times." He said that the movements of troops in Ireland were purely of a precautionary character, simply to give additional protection to arms, ammunition, and military stores; that the so-called naval movement had consisted in the use of two small cruisers to convey troops to Carrickfergus without the necessity of marching them through Belfast; that no further movements of troops were in contemplation; that there never had been any foundation for the rumour that warrants were out for the arrest of the Ulster leaders; and that the Government did not contemplate instituting a general inquiry into the intentions of officers in the



# AND SOME MEMBERS OF THE ULSTER VOLUNTEER FORCE.

LAFAYETTE, TOPICAL, AND U.N.



7. MEMBER OF THE MILITARY COUNCIL OF THE "ULSTER PROVISIONAL GOVERNMENT": MR. WILLIAM MOORE, K.C., M.P. FOR NORTH ARMAGH.
8. WAITING TO WELCOME SIR EDWARD CARSON: TWO COMPANIES OF THE WEST BELFAST REGIMENT OF THE U.V.F. DRAWN UP AT THE LIVERPOOL BOAT-SHED, BELFAST.
9. TRANSFERRED FROM DUBLIN BAY BY THE SCOUT "PAINFINDER": SOLDIERS ON THEIR ARRIVAL AT CARRICKFERGUS.

10. COMMANDER-IN-CHIEF OF THE ULSTER VOLUNTEER FORCE: LIEUTENANT-GENERAL SIR GEORGE RICHARDSON, WHO ENTERED THE ARMY IN 1866, HAS SEEN MUCH ACTIVE SERVICE, AND HAS HELD IMPORTANT COMMANDS.
11. CHIEF OF STAFF OF THE ULSTER VOLUNTEER FORCE: COLONEL HACKETT PAINE.
12. HEADQUARTERS OF THE PROVISIONAL GOVERNMENT OF ULSTER: THE OLD BELFAST TOWN HALL; WITH WIRELESS APPARATUS ON THE ROOF.

event of their being asked to take up arms against Ulster." In the House of Commons on the Monday, Colonel Seely, the Minister of War, said that information was received at the War Office on the evening of March 20, from General Sir Arthur Paget, that some officers under his command had informed him that in certain eventualities they would be unable to carry out hereafter instructions which he might have to give them. It was clear that this attitude was due to a misunderstanding of a question put them by the General Officer Commanding the Forces in Ireland. These officers had been ordered to rejoin their unit." Both Ulster Volunteers and British Government urge that their movements are non-provocative.



## ART, MUSIC,



A GREEK ARTIST DOMESTICATED BY A ROMAN.



A ROMAN ARTIST DOMESTICATED BY A GREEK.



A ROMAN ARTIST DOMESTICATED BY A GREEK.



A ROMAN ARTIST DOMESTICATED BY A GREEK.



A ROMAN ARTIST DOMESTICATED BY A GREEK.

## &amp; THE DRAMA.

## MUSIC.

LAST week's Philharmonic Concert deserved a larger audience. With Cortot playing Mendelssohn conducting, and a judicious mixture of old and new music, the directors might well have looked for a full house. A "Dance Poem" by Frank Bridge did not prove a very attractive piece of work in first hearing. Essentially modern, it lacks individuality and the distinction that individuality confers; but, whatever the shortcomings, they did not justify a display of bad manners by a few members of the audience. Mendelssohn's "Italian" Symphony retains its youth, but some—perhaps the majority—of the audience had parted with theirs, and the appeal is no longer what it was. Cortot played admirably; he is one of the men who can always arrest attention and hold an audience without sacrificing a composer's intentions. The last concert of the season will be given on Tuesday next, March 31.

Mr. Murray Davey's recital at the Aeolian Hall last week was full of good songs well sung. There was ample evidence throughout the recital that the singer is not content with the possession of a fine voice, and that he studies every phrase in order to satisfy the listener who desires to grasp its ultimate significance. As is so often the case, the fruits of this study are found in a suggestion of spontaneity; the art is concealed, and the songs flow as though without effort. In addition to being a gifted singer, Mr. Davey is a composer, and sang some of his own songs, to the great pleasure of his audience. He writes gracefully and has a pleasing gift of melody.

M. Scriabine's recital at Bechstein's last week justified the view expressed recently in these columns that his style and gifts are not at their best when he is playing the solo part in concert. At Bechstein's he was heard to great advantage in a programme of his own compositions, and they reminded us of Oscar Wilde's apothegm—"To be intelligible is to be found out." For, truth to tell, Scriabine's early works, of which he played a goodly number in exquisite fashion, are quite intelligible—and they are very little else. Slight in texture and simple in melodic outline, they

THE TWO VIRTUES AT THE ST. JAMES'S: MISS MARTHA WEDDER AS MRS. JERVOISE.

are compositions of a kind that any composer of ability might have put to his credit. It is clear that M. Scriabine owes very much to the skilled blending of Theosophy with music; and the news that the Queen's Hall Orchestra has arranged to perform the "Prometheus" next season with the much

## THE PLAYHOUSES.

"SEALED ORDERS" AT BAUKY LANE.

WHEN a Drury Lane drama can bear revival in the spring—a recent instance was "The Whip"—you may safely count it among Mr. Arthur Collins' greater successes. This good luck has befallen "Sealed Orders," and well does this piece, despite its impossibly unpatriotic heroine, deserve the honour. It abounds in exciting episodes; it has wonderful spectacular effects—what with its aerial scenes and its battle-ship ball; and notwithstanding, nay, perhaps because of, its story of an admiral's wife who steals a State paper, it provides some admirable opportunities for acting. Thus Miss Madge Fabian, in the rôle of this mad young creature, invests her performance with such appealing pathos that we forgive the little traitress all her sins. With Mr. Hale Hamilton an enforced absentee, we have now a new American palmer in the person of Mr. Kenneth Douglas; and he gets such pace and geniality and robustness into his work as to leave us wholly satisfied with the change. Everyone will be thankful that Miss Fanny Brough is still in the cast, for she brightens the play immensely by her hearty humour. "Sealed Orders" was hailed with no less enthusiasm on its revival than on its first night.

"A SOCIAL SUCCESS" AT THE ST. JAMES'S.

The Variety Theatre was never quite the right place for Mr. Max Beerbohm's neat little skit, "A Social Success," although it served Sir George Alexander well enough. Its wit, its delicate satire, the irony underlying its pictures of the penalties with which Society may punish success, were rather lost in the atmosphere of listlessness that even the best of our variety houses can hardly avoid. On the St. James's stage it is at home, and can be played for all it is worth—its subtlest shots hit their mark. Sir George Alexander is, of course, missed in his original part, but Mr. Reginald Owen makes, all things considered, a capital substitute; and good work is also done by Mr. Vivian Reynolds, replacing Mr. Fred Kerr. With Mr. Sutro's play, "The Two Virtues," and Mr. Beerbohm's gay trifle as curtain-raiser, the St. James's can boast just now of a very light and agreeable programme.



"THE TWO VIRTUES" AT THE ST. JAMES'S: SIR GEORGE ALEXANDER AS JEFFERY PANTON.

discussed "colour organ" to help it should send a thrill through Theosophists who are musicians and musicians who may become Theosophists. Those of us who think music can exist without colour-schemes are, of course, a reactionary minority.

Mr. Balgair Gardiner's excellent concerts have been replaced at the Queen's Hall by a new series under the general direction of Mr. F. B. Ellis. The first concert, not too well attended, was ably conducted by Mr. Ellis and Mr. Geoffrey Toye, and included Mr. Arnold Bax's "Festival Overture" and "Four Orchestral Sketches," and Mr. Butterworth's rhapsody, "A Shropshire Lad."

To-day (Saturday, 28th) the Sheffield Musical Union will be heard at Queen's Hall, when the "Choral" Symphony and Brahms's "Song of Destiny" will be given. It is a pity Mr. F. Lamond has chosen the same afternoon for one of his rare recitals at Bechstein's.



"THE TWO VIRTUES" AT THE ST. JAMES'S: MISS ATHENE SEYLER AS MRS. JERVOISE AND SIR GEORGE ALEXANDER AS JEFFERY PANTON.



"THE TWO VIRTUES" AT THE ST. JAMES'S: MISS HENRIETTA WATSON AS LADY MILLIGAN AND SIR GEORGE ALEXANDER AS JEFFERY PANTON.



## THE BRITISH ARMY IN IRELAND: THE COMMANDER-IN-CHIEF.

PHOTOGRAPH BY LAFAYETTE.



OFFICER COMMANDING THE FORCES IN IRELAND: LIEUTENANT-GENERAL SIR ARTHUR PAGET, G.C.B., K.C.V.O.

Soon after resignations of Army officers in Ireland were reported it was said, on the authority of a "Times" correspondent, that Sir Arthur Paget had conferred with the officers who had sent in their papers, and had asked them to undertake work which would be strictly a police duty in Ulster, giving them a guarantee that in no circumstances would they be required to come into active conflict with the Ulster Volunteer Force. This guarantee, the correspondent was informed, all the officers accepted. Lieutenant-General Sir Arthur Paget has been Officer Commanding

the Forces in Ireland since 1911. Before that he commanded the Eastern Command. He has seen a good deal of active service. He it was who, speaking in Dublin on February 24, said that, however distasteful it might be, the Army, being disciplined, would carry out any orders given to it by its King. Sir Arthur left Dublin for London on the night of Sunday, March 22, and was one of the callers at the War Office on the Monday morning. Immediately after his interview with the Secretary for War a Cabinet Meeting was held.



## AS IN THE DAYS OF SENNACHERIB, KING OF ASSYRIA: THE

PHOTOGRAPHS BY UNDERWOOD



AS THEY WERE IN THE TIME OF SENNACHERIB (705-681 B.C.): KULEK—TIMBER RAFTS FLOATED ON INFLATED SKINS—IN THE UPPER TIGRIS.



CROSSING WATER IN A MANNER STILL USED: SWIMMING WITH THE AID OF INFLATED SKINS, AS SHOWN ON AN ANCIENT ASSYRIAN BAS-RELIEF ILLUSTRATING CAMPAIGNS OF ASSURNIZIPAL (683-648 B.C.).



A CRAFT OF THE KIND USED IN ASSYRIA HUNDREDS OF YEARS BEFORE CHRIST:  
A KULEK—A SIGHT COMMON IN BAGDAD.

M. DUTKEWICH, the Russian traveller, has just returned to Europe bringing with him a number of very interesting photographs of life by the Tigris and the Euphrates. Progress is but slow in the land from which he has come; and it is interesting to note, for example, that there are used for the navigation of the rivers craft precisely similar to those employed in the days of Sennacherib, King of Assyria (705-681 B.C.). These are the kulek, a light, circular row-boat; and the kelek, a timber raft floated on inflated skins.

The kuleks are built on the banks of the Tigris and are from four to twelve feet in diameter. They are constructed of date-palm branches, woven together with rope made out of palm-leaf, and plastered with several coats of bitumen, which comes from the famous fountain of Hit. To make a kulek of fair size, three men will work for twenty days. The craft can be seen only on the Tigris and on the Lower Euphrates, serving chiefly for ferrying passengers, or freight, across the rivers. They are in common use at Bagdad. Passengers are packed like herrings in a barrel, the river-men finding this necessary, as the ferry charge only represents about a farthing in our coinage. Being flat-bottomed, the boats are very safe. They are in especial demand when the bridge of boats is disconnected by floods or heavy winds. They can only cross the water diagonally, for they are unmanageable against the current. When passengers and produce have been brought to town from up-river villages, the kuleks have to be towed back by hand, the "passengers" either walking or riding asses.

The kelek is a different type of craft, a large raft of wood made additionally buoyant by means of inflated skins. It is used for merchandise and for passenger traffic. The Upper Tigris is only navigable by keleks, the river being too shallow for any other kind of craft. To form a kelek, thin poplar poles are secured, with ropes of willow, to a heavy framework of thicker timber. This construction is then moored near the bank, and skins are placed in rows, one by one, beneath the poplar poles. Then the skins are blown up by men, whose only "inflators" are their mouths. This is by no means a small task; for as many as 700 skins may be used for a kelek. The ordinary passengers are provided with a sort of upper deck, or platform, to keep them from the wet; and the wealthier

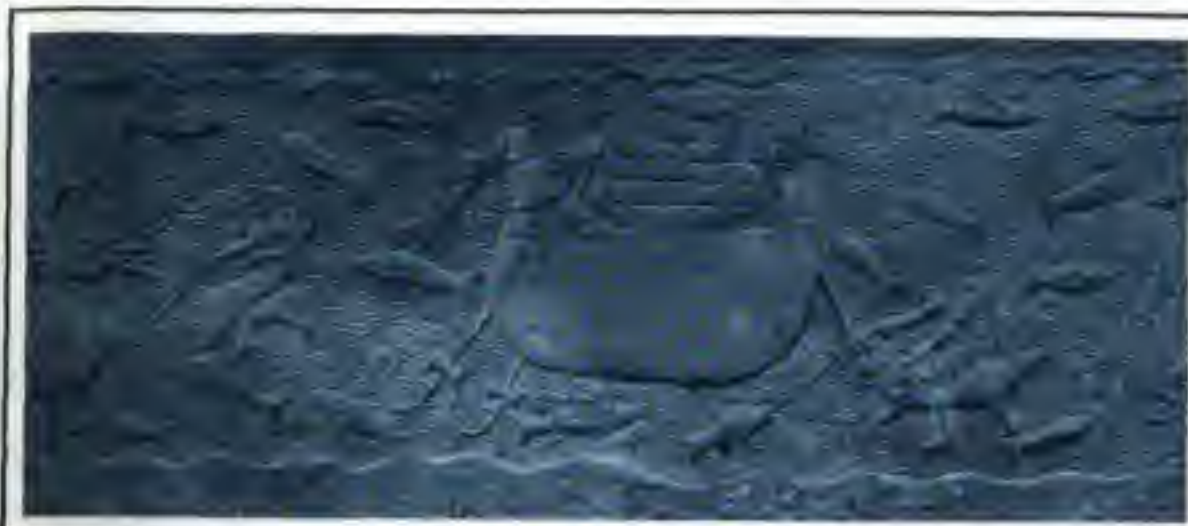
(Continued on No. 1.)

Writing of travel by kelek on the Tigris, Louise Jebb (Mrs. Roland Wilkins) says, in "By Desert Ways to Bagdad": "The raft on which we were about to embark was moored to the shore and the men were loading our belongings. A dancing-bear stumped about to the tune of a bag-pipe made of the skin which answers so many purposes in the East. When inflated they can be used either for carrying water for people inside, or for carrying people on water outside. We were using 250 of them in this latter way. They were tied on to two layers of poplar poles put crossways, forming a raft about 18 feet square. At one end were two small huts made of felt stretched across upright poles; the fore end was weighted down with bags of merchandise laid side by side across the poles to form a rough floor. . . . We boarded the raft. . . . We went into the sleeping-hut to ascertain the length of its possibilities.



# ROUND BOATS AND RAFTS ON INFLATED SKINS, OF BAGDAD.

AND UNDERWOOD.



SHOWING A KUPA OF THE TYPE STILL USED, AND MEN FISHING FROM INFLATED SKINS: PART OF ANCIENT ASSYRIAN BAS-RELIEF OF THE BUILDING OF THE PALACE OF SENNACHERIB.

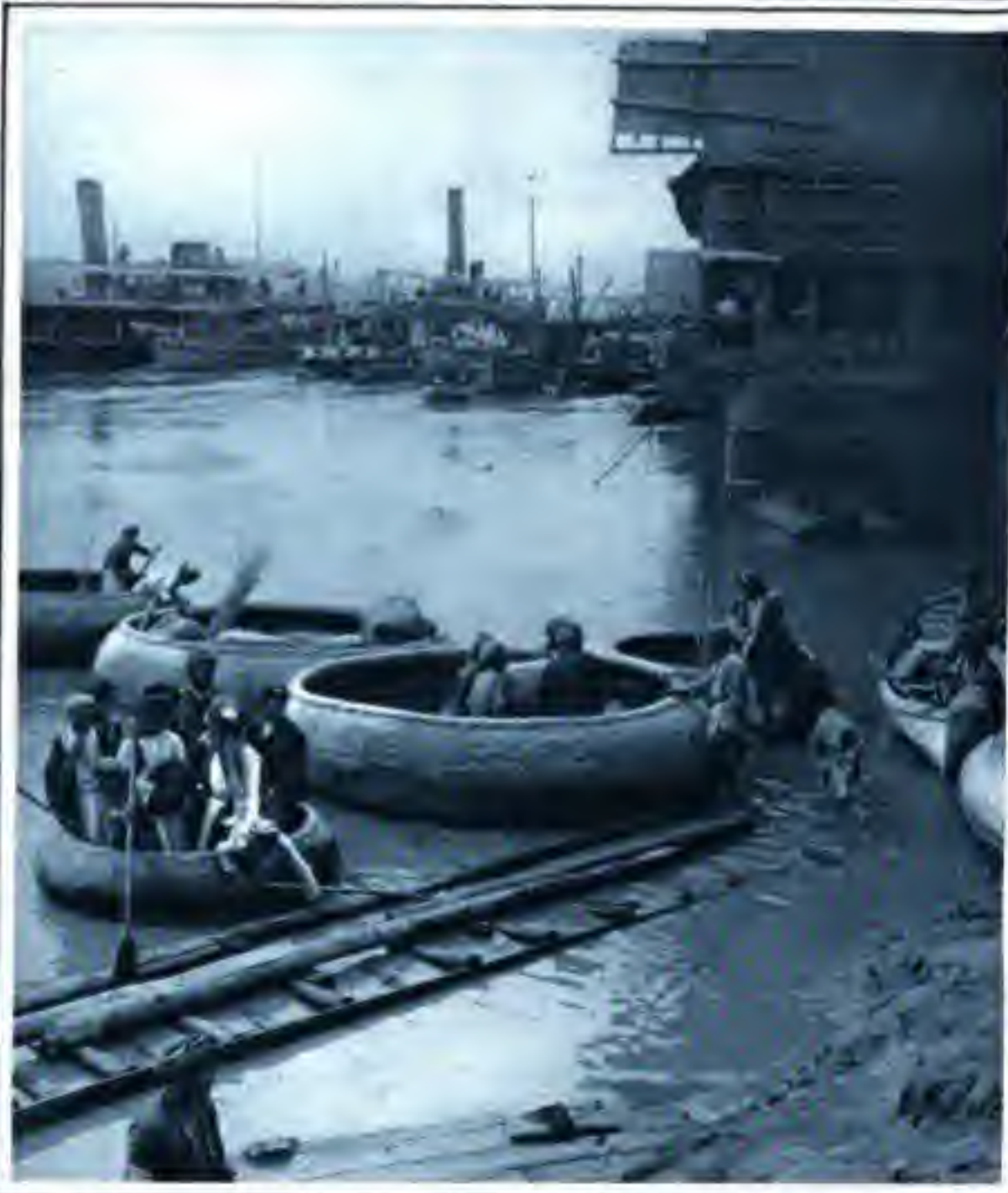


CROSSING WATER AS IN THE TIME OF SENNACHERIB: A MAN SWIMMING ACROSS THE UPPER TIGRIS ON AN INFLATED SKIN.

sometimes have huts built at the corners of the raft as protection against the fierce rays of the sun and the chilly winds at night. Each evening everyone goes ashore to sleep: while the raft is moored to a stake, as river runs are sudden and dangerous. Generally, several keleks travel together for protection, as thieves are frequently in evidence. After the kelek has performed its duty by reaching Bagdad, and the cargo has been taken ashore, it is dismantled. The poles and framework are sold for building material; the skins are deflated, washed, dried in the sun, and then oiled and transported back to Mosul by camel to be used for a kelek again. The raft-men return up river on foot, or on the back of asses, which they may bring down on the rafts for this purpose.

Sir Austen Layard, in his "Nineveh and its Remains," was in doubt at one time as to whether the modern keleks are of the type referred to by Herodotus in the passage which reads: "The boats used by those who come to the city of Babylon are of a circular form, and made of skins. The ribs of the vessels are formed of willow boughs and branches. They are round like a shield, there being no distinction between the head and the stern. They line the bottoms of the boats with reeds. The men have two ears, one man in each. One pulls in him; one pushes from him." His doubts vanished when he found the wonderful series of bas-reliefs in the north-west palace at Nimrod.

Bagdad was built (some twenty miles from that place) out of the ruins of Ctesiphon, one of the chief cities of the Parthian and later Persian kingdoms: this in 763 and under Al-Mansur, that patron of learning, who caused many Greek and Latin works, including some of Plato, Xenophon, Homer, and Herodotus, to be translated into Arabic and other Oriental tongues. In the ninth century, the city was improved by Haroun-al-Raschid, immortalized in the "Arabian Nights." It was named originally Medinet-es-salam, "the city of peace." In 1258 it was sacked by Hulaku; and in 1493 by Tamerlane. Then, after various vicissitudes and at least one memorable siege, that of 1687, it fell into the hands of the Turks in 1638. Bagdad, which stands on both banks of the Tigris, was of great commercial importance in ancient times. The only building of the time of the Caliphs that remains now is the tomb of Zobeida, wife of Haroun-al-Raschid.



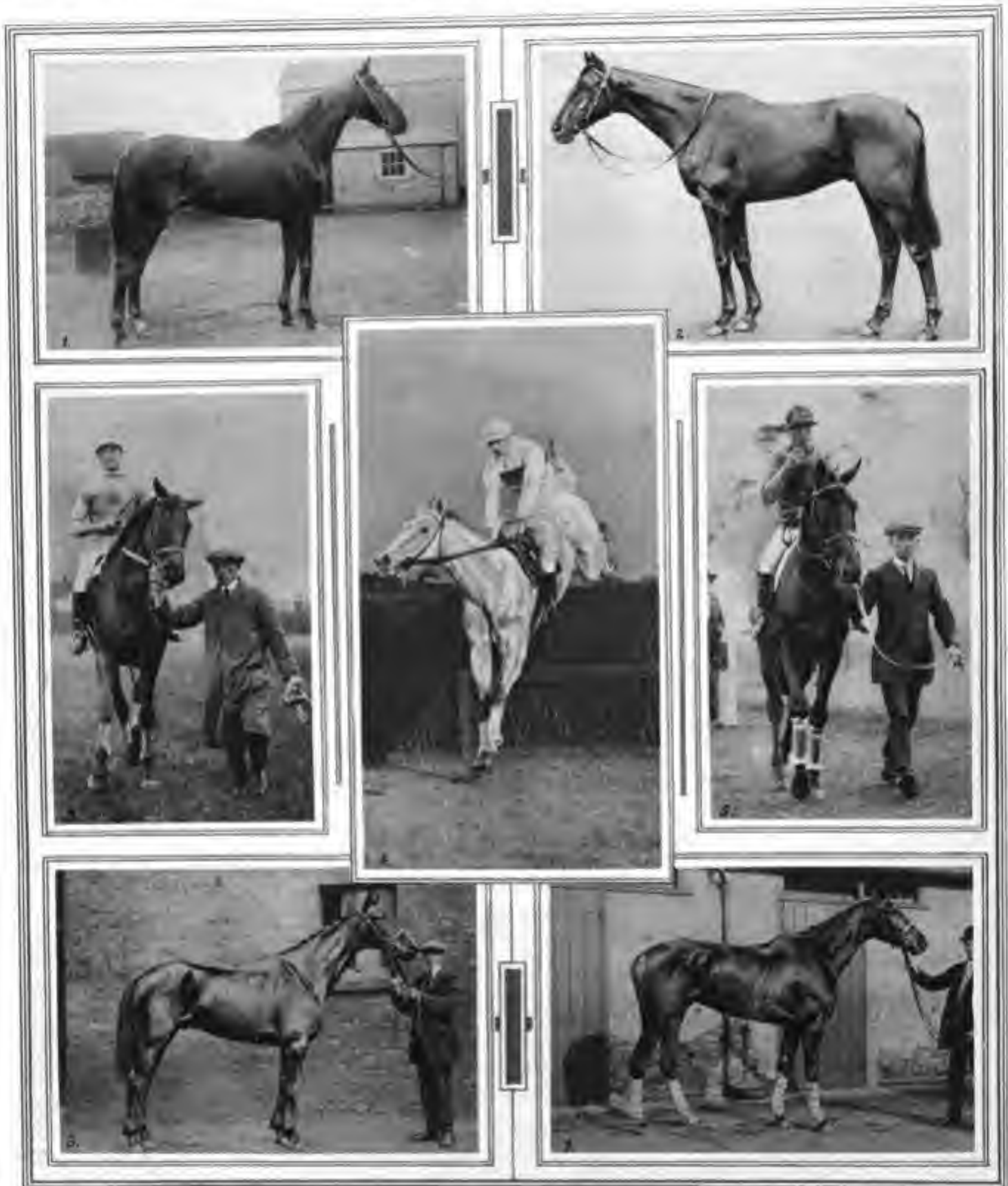
CRAFT OF THE KIND USED IN ASSYRIA HUNDREDS OF YEARS BEFORE CHRIST: KUPAS-A RICH COMMON AT BAGDAD.

Boards had been nailed across the poles to form a floor, and on this was spread a thick native felt mat. . . . The left walls of the hut were lined on the inside with white cotton tacked on the poles. There were two small glazed windows, one of which opened. . . . The boatmen sat on a pile of sacks in the middle. . . . The sails consisted of single young willow-trees, with short strips of split willow bound on one end with twigs, forming the blade; they were tied on to rough rowlocks made of twisted withies wound round heavily weighted sacks." Of Photograph No. 1 it should be added that the keleks shown are seen on the Upper Tigris, bound for Bagdad with mill-stones. No. 2 is from a bas-relief, in the British Museum, which illustrates the campaigns of Assurnisipal, and shows fugitives swimming to a fortress. No. 3 is also from a bas-relief in the British Museum. No. 4 shows passengers landing from keleks at Bagdad.



# THE GRAND NATIONAL THE KING WAS TO HAVE SEEN FAVOURITES.

PHOTOGRAPHS BY JONES AND GENERAL.



1. HIS MAJESTY'S TWELFTH LANCER. 2. MR. J. HENNESSY'S LUTTEUR III. 3. MR. C. BOWER ISMAY'S JACOBUS. 4. MR. H. DE MUMM'S TRIANON IV.  
5. SIR G. BULLOUGH'S ILSTON. 6. MR. F. K. MALCOLMSON'S BALLYHACKLE. 7. SIR C. G. ASSHETON-SMITH'S COVERTCOAT.

During his visit with the Queen to the North of England, the King had arranged to be present on Friday the 27th at the Grand National, for which his horse, Twelfth Lancer, was entered. Owing to the Ulster crisis, however, the royal plans were changed, and their Majesties decided to return to town on the Thursday morning. The King's horse, Twelfth Lancer, has been pronounced by some as more likely to win the Champion

Sleeper than the Grand National, as the distance suits him better; and it was thought possible he might be reserved for the smaller race on the 28th, and not run in the Grand National on the previous day. We give a photograph of Twelfth Lancer here—not, of course, as one of the favourites for the Grand National, but as being the King's horse and, consequently, of general interest.



## THE PERILS OF FLIGHT: ACCIDENTS FATAL AND NOT FATAL.

PHOTOGRAPHS BY LUCORA AND ILLUSTRATIONS BY HERRALD.



AFTER A FATAL ATTEMPT TO "LOOP-THE-LOOP" ON A BLERIOT MONOPLANE: SEEKING THE AIRMAN, HANOUILLE, IN THE SEA AFTER HE HAD FALLEN FROM A HEIGHT OF ABOUT 300 FEET.



SHOWING THE RUDDERS BROKEN AWAY: THE MONOPLANE FALLING WITH HANOUILLE, AT SAN SEBASTIAN, AN ACCIDENT WHICH ENDED IN THE DEATH OF THE AIRMAN.



STANDING ON THEIR WRECKED MACHINE IN THE WATER: MESSRS. McILWANE AND CHEVALIER, OF THE UNITED STATES, AFTER THE FALL OF THEIR AIR-CRAFT.

A correspondent, sending us the first two of the three photographs reproduced above, and writing from San Sebastian, says: "The aviator Hanouille, who was 'looping-the-loop' at this town on a Blériot monoplane, fell from a height of about 300 feet into the sea and was drowned. The 'fuselage' (the main framework) snapped near

the rudders while he was flying head-down and was trying to right himself." With reference to the third photograph, it may be noted that the airmen, seen standing on the wreck of their machine, awaiting rescue, were wearing life-jackets. These were adopted by the U.S. Aviation Corps after one of their members was drowned.



## LITERATURE



MR. OLIVER ONIONS,  
Whose new Novel is entitled "A Crooked Mile."  
Photograph by Elliot and Fry.



"Chats on Old  
Coins."  
"A penny for  
your thoughts."

is a familiar phrase, and rarely yields remarkable value; but give a collector of coins a penny, just a common penny, such as we pay for our *Times*, and he can link up its Britannia and her proud legend of "Britons never, never will be," with Trajan and the second century. For on the reverse of one of the coins of that Emperor sits Britannia, her foot upon a rock, a spear in her hand, and a buckler at her side. When Roman soldiers received such a coin in return for building British roads, the legend around that figure, "Britannia," told them of a conquered nation, a subdued race, and another colony planted to the glory of Rome. This is one instance only of the interesting reflections which Mr. Burgess makes around his subject, "Chats on Old Coins" (T. Fisher Unwin). He defines his own limits in the preface; he wishes that this study of the coinage of Greece, Rome, and all English-speaking nations should be "acceptable and popular." Money has always been significant of the mind and history of nations; their temples and their treasures dwell in close alliance. The Greek aspect of the old gods can be traced in their coins; Zeus, Apollo, and Aphrodite are there enthroned by die-sinkers who really believed as they engraved. On the brasses of the great Caesars their authentic portraits remain imperishably. Mr. Burgess's careful plates reveal them there to us, and even the collector will easily find himself carried from them to the noble of the Third Edward. Then come the roses flowering on the currency as York and Lancaster fought it out; and many a refresher of the historical memory will be found before George V. appears. An interesting account of tokens, in addition to American and Colonial coinage, completes the volume. In the latter section occurs an amusing penny with the bust of a crowned negro, plumed with the Prince of Wales's feathers, and the legend "I serve" below.

**Railways of Great Britain.** Lord Monkswell says somewhere in his new volume, "The Railways of Great Britain" (Smith, Elder), that the steam locomotive has at least as strong a hold

A NEGRO WEARING THE PRINCE OF WALES'S FEATHERS.  
TWO COPPER COINS OF GEORGE III.—(1) A HALF-ACKEY,  
VERSE. (2) A BARRADOES PENNY.

"In Barbadoes a penny was struck in 1788, the type of the obverse being the head of a negro, wearing a plume of three white feathers, below the legend, "I serve"; on the reverse a palm-apple. In 1791 there was another issue, consisting of penny and halfpenny, the type of the reverse being as illustrated in Fig. 2.—[From "Chats on Old Coins."]

to be not worth while putting in print. One or two of Lord

Monkswell's conclusions may be specially noted. He does not acquiesce in the present policy embodied in agreements which discountenances the acceleration of speeds in long-distance trains. The third-class "deeper" on the routes to Scotland is, in his view, an opportunity of securing a reputation for liberality and progressiveness which the companies could seize at little cost to themselves. It is not his opinion that the adoption, often advocated, of the eight-wheel wagon for goods traffic would be a real economy on our lines. But pages would not exhaust the matters discussed in this volume. We must add that its very readable text is excellently illustrated.

**Edinburgh Castle.** The romantic history of "The Athens of the North" has inspired many writers. Scott and Stevenson at their head; and the inspiration is not yet exhausted. Its latest effect is an imposing volume entitled "The Story of Edinburgh Castle," by Louis Weirter, R.B.A. (Harrap; 20s. net). Several hands have contributed to the work. Professor Patrick Geddes supplies an Introduction, and, besides sixteen collotypes and an etched frontispiece by the author himself, the illustrations include eight drawings in line by Mr. Monroe S. Orr, and end-papers designed by Mr. Otto Schlapp. One certainly would not apply the "too many cooks" proverb to the volume, which is both attractive and interesting, and has evidently been a labour of love, but the number of collaborators has produced a certain incongruity. Mr. Orr's imaginary drawings of historical episodes, which are rather of the type associated with illustrated books of a semi-educational character, do not harmonise well with Mr. Weirter's architectural subjects. The latter are on a higher artistic plane, and many are of fine quality. The best are some of the interiors and those showing the grim fortress as it stands up against the evening sky. The romance of Edinburgh Castle has many gruesome elements, and Mr. Weirter does not spare its horrors. Two descriptions of a woman being burnt alive (on pp. 89 and 138) though differing in details, appear to relate to the same execution.



WHERE THE MURDERERS OF JAMES I. OF SCOTLAND WERE SENTENCED TO SPECIAL TORTURES TO SATISFY THE REVENGE OF THE QUEEN: THE PARLIAMENT HALL IN EDINBURGH CASTLE.

"These responsible for the horrible crime had been brought to the Castle of Edinburgh for trial in the great hall. The less important of the conspirators were at once handed over to the hangman, but the titled leaders were . . . made to suffer tortures which had been specially devised to satisfy the revenge of the embittered Queen."

From a Drawing by Louis Weirter, R.B.A., in his book, "The Story of Edinburgh Castle"—by Courtesy of the Publishers, Messrs. Harrap and Co.

upon the imagination of as large a proportion of the population as had the horse in the preceding era. It will certainly have a stronger hold than ever it had before upon the attention of those who read his book. We cannot imagine a writer drawing more easily and entertainingly than he upon great stores of knowledge for the elucidation of a complicated subject. Taking the great railway systems of the country in turn, he makes the special characteristics of each a text for a comparative examination of them all. Sooner or later, every detail gets threshed out. If there is anything about railways omitted from the discussion, it can safely be said to



MYTHOLOGY AND ZOOLOGY ON ANCIENT COINS: (1) A TETRADRACHM OF CARTHAGE. (2) A TETRADRACHM OF GELA. (3) A TETRADRACHM OF EPHEBUS.

"Fig. 1 is a tetradrachm of B.C. 400-350; on the obverse is the head of Poseidon, wearing triple ear-rings, several dolphins in the field; on the reverse the head of a horse and palm-tree. Fig. 2 is a tetradrachm of Gela, in Sicily, c. 350; the obverse being an androcephalous bull and on the reverse a sign and lotic emblem."—From "Chats on Old Coins," by Fred W. Burgess.—(T. Fisher Unwin.)



GOODS AND GODDESSES ON COINS OF ANCIENT GREECE: (4) A DIDRACHM OF THURIUM. (5) A STATERO OF ELIS. (6) A DIDRACHM OF SELINUS.

"Pallas is seen on the didrachm of Thurium, struck about B.C. 300; the reverse is a bull baying, in the exergue a fish. Fig. 5 represents a silver stater of Elis; on the obverse is the head of Hera, on the reverse a winged thunderbolt with an olive branch. On the didrachm of Selinus the river-god Hypanis is seen sacrificing at an altar."—From "Chats on Old Coins," by Fred W. Burgess.—(T. Fisher Unwin.)



**Royalty and the Blind: The King and Queen in the Great Portland Street Building.**

WITH THE GUARD OF HONOUR OF BLIND BOY SCOUTS BEFORE THE PLATFORM: THE KING AND QUEEN AT THE OPENING OF THE NEW PREMISES OF THE NATIONAL INSTITUTE FOR THE BLIND—THE BISHOP OF LONDON CONDUCTING THE SHORT RELIGIOUS CEREMONY.

Opening the new building of the National Institute for the Blind, the King said: "There is no sadder affliction than that which closes to the blind one great channel of common experience and common intercourse, and cuts off the sufferers from the chief

fields of knowledge and activity. . . . We hope that you will speedily be relieved of all anxiety on the score of funds, and we wish God-speed to the work of the National Institute for the Blind."—(PHOTOGRAPH BY J. S. S.)

**"The Greatest Issue Since the Days of the Stuarts": The Chancellor at Huddersfield.**

"WE ARE NOT FIGHTING ABOUT ULSTER. WE ARE NOT FIGHTING ABOUT HOME RULE": MR. LLOYD GEORGE SPEAKING FOR THE BRITISH GOVERNMENT, IN YORKSHIRE.

Speaking on the Irish question at a meeting held at Huddersfield, on March 21, Mr. Lloyd George said: "We are confronted with the greatest issue raised in this country since the days of the Stuarts. Representative government in this land is at stake. In those days our forefathers had to face a claim of the Divine Right of Kings to do what they pleased. To-day it is the Divine Right of the aristocracy to do what it pleases. . . . We are not fighting about Ulster. We are not fighting

about Home Rule. We are fighting for all that is essential to civil liberty in this land." In the front row, reading from left to right, are Mrs. Arnold S. Rowntree; Mr. Rowntree; Mrs. Charles Sykes; Mr. Charles Sykes; Mrs. Lloyd George; Mr. Lloyd George; Lord Alredale; Mr. Percy Hingworth; Mr. A. J. Sherwell; then come Lady Rayner; Mr. A. H. Marshall; Mrs. Sydney Arnold; Mr. Sydney Arnold; Mrs. Handel Booth; and Mr. Handel Booth.—(PHOTOGRAPH BY THURTELL.)



## "PARSIFAL" IN LONDON: WAGNER'S "SACRED" OPERA—A SOUVENIR.

FROM UNTOUCHED-INSTANTANEOUS PHOTOGRAPHS SPECIALLY TAKEN FOR "THE ILLUSTRATED LONDON NEWS" BY THE POLYCHROMED PROCESS AT THE DRESS REHEARSALS.



1. PARSIFAL (HERR JOHANNES SEMBACH)

2. KUNDRY (FRAULEIN LUCIE RUSCHE-ENDORF)

3. FLOWER-MAIDENS (MISSES ELSIE McDERMID AND EVELINE MATTHEWS)

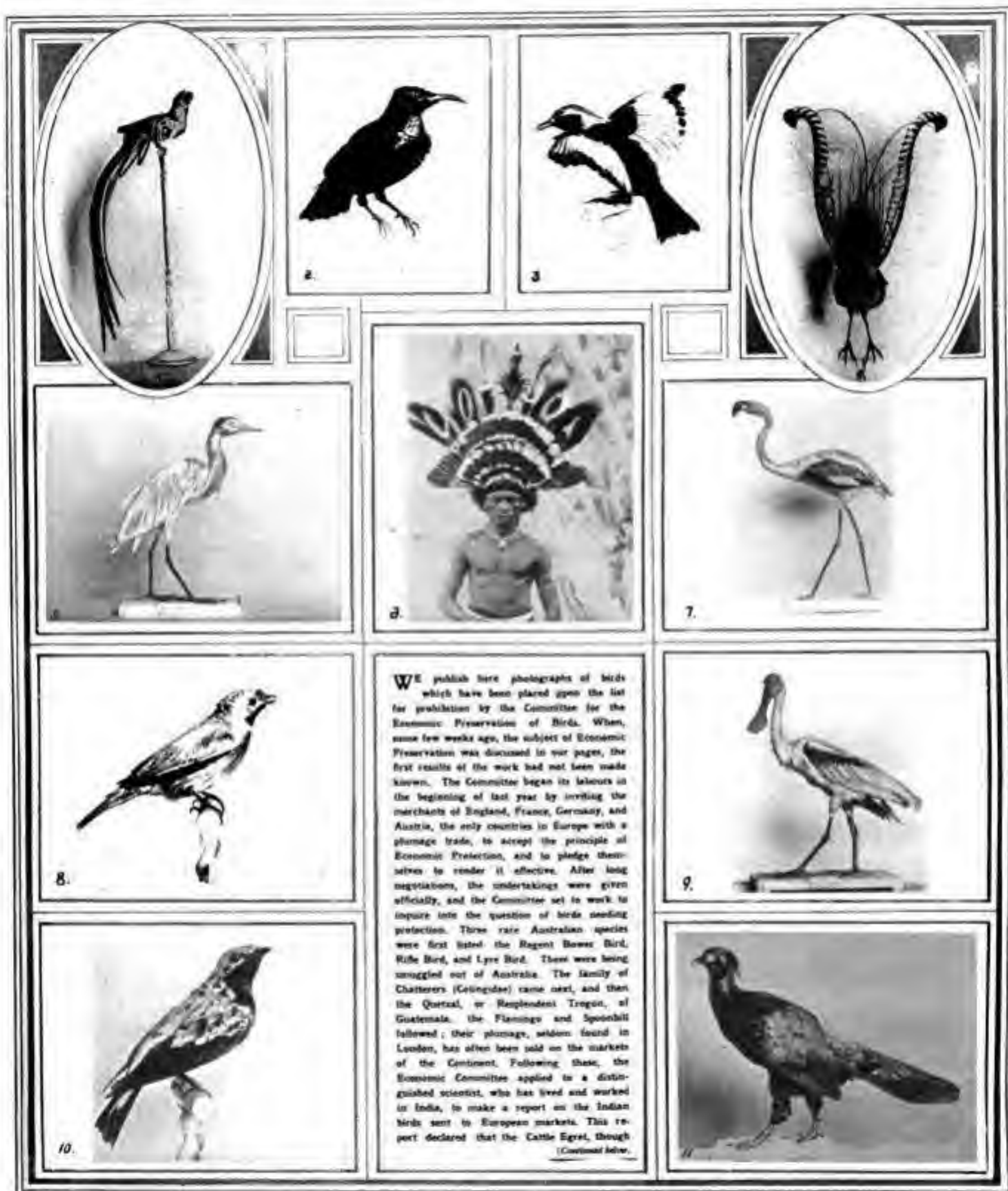
4. KLINGSOR (HERR AUGUST RIESS)

Richard Wagner's "Parsifal" was the great feature of the recent season of German Opera at Covent Garden. The work was then presented in England for the first time. Wagner, whose wish it was that it should be regarded as "sacred" to Bayreuth, finished the score in January 1882. Between his first conception of the poem and the time

when the poem completed, the composer began to clothe it in musical form, there was a space of some twenty years. The copyright expired in January, and productions took place at once in several countries. Like "Lohengrin," "Parsifal" is founded on legends of the Holy Grail: Lohengrin, indeed, is son of Parsifal.



## THE PLUMAGE QUESTION: BIRDS LISTED FOR PROTECTION BY TRADERS.



WE publish here photographs of birds which have been placed upon the list for prohibition by the Committee for the Economic Preservation of Birds. When, some few weeks ago, the subject of Economic Preservation was discussed in our pages, the first results of the work had not been made known. The Committee began its labours in the beginning of last year by inviting the merchants of England, France, Germany, and Austria, the only countries in Europe with a plumage trade, to accept the principle of Economic Protection, and to pledge themselves to render it effective. After long negotiations, the undertakings were given officially, and the Committee set to work to inquire into the question of birds needing protection. Three rare Australian species were first listed: the Regent Bower Bird, Rifle Bird, and Lyre Bird. These were being smuggled out of Australia. The family of Chatterers (Colingidae) came next, and then the Quetzal, or Resplendent Trogon, of Guatemala. The Flamingo and Spoonbill followed; their plumage, seldom found in London, has often been sold on the markets of the Continent. Following these, the Economic Committee applied to a distinguished scientist, who has lived and worked in India, to make a report on the Indian birds sent to European markets. This report declared that the Cattle Egret, though

[Continued below.]

1. THE LONGTAIL TROGON, OR QUETZAL, OF CENTRAL AMERICA.

2. THE RIFLE BIRD, OF AUSTRALIA.

3. THE REGENT BOWER BIRD, OF AUSTRALIA.

4. THE LYRE BIRD, OF AUSTRALIA.

[Continued.]

plentiful, and in no danger of reduction, is so beneficial to agriculture that it should not be used for commercial purposes. The London import of this bird's plumage is valued at upwards of £30,000 a year, but on the Committee's recommendation, the bird has been listed. The latest to receive protection is the Impeyan, or Monal Pheasant, another Indian bird found in danger of serious reduction. Other species of great beauty and commercial value are being considered by the Committee, and any found in danger of extermination or serious reduction will receive protection. The procedure followed is simple and effective. The Committee notifies the London Chamber of Commerce, and the protected bird is added to a printed list. This list is placed in the dock warehouses, and in the offices of merchants and brokers. Translated into French and German, it will be found in Paris, Berlin, and Vienna. The Economic Committee's plan is effective wherever the

5. THE CATTLE EGRET, OR RED OSPREY, OF INDIA, EGYPT, ETC.

6. NOW VERY MANY FEATHERS, PARTICULARLY THOSE OF PARADISE BIRDS, ARE ACCOUNTED FOR: A PAPUAN IN PLUMED HEAD-GEAR.

7. THE FLAMINGO, OF THE WEST INDIES, ETC.

8. THE BLUE CHATTERER, OF SOUTH AMERICA.

9. THE SPOONBILL, OF SOUTHERN ASIA, AMERICA, ETC.

10. THE CRIMSON-THROATED CHATTERER, OF SOUTH AMERICA.

11. THE IMPEYAN, OR MONAL PHEASANT, OF INDIA.

feather trade exists, and is calculated to put a stop to abuses of whatever kind. Mr. Hobbhouse, who is in charge of the Plumage Bill now before the House of Commons, was compelled to admit last week that no country with a feather trade has accepted the British Government's invitation to an international conference. France has refused outright; Germany and Austria have not replied. On the list for prohibition at the next meeting of the Committee are several species of Paradise Bird—the Prince Rudolph and Gohelini, that are too rare to have a trade use, and the Apoda and Rubra Paradise Birds. The Tragopans of the Himalaya are also under discussion, and will in all probability be listed. Of the birds illustrated on this page, all except No. 5 are not to be used after August 1 of this year. The Cattle Egret, or Red Osprey, is not to be used after February 14 of next year.



## THE OXFORD AND CAMBRIDGE BOAT-RACE: THE C

PHOTOGRAPHS BY

**OXFORD CREW:**

- E. D. HORSFALL (4)
- H. K. WARD (3)
- B. BURDEKIN (2)
- R. W. FLETCHER (Bow)
- J. B. KINDERSLEY (5)
- A. F. R. WIGGINS (6)
- G. W. TITHERINGTON (7)
- F. A. H. PITMAN (Stroke)
- H. B. WELLS (Cox)

**OXFORD CREST:**  
POMI NUS ILLO MEA

**OXFORD WEIGHTS:**

R. W. FLETCHER (Bow).	11 st. 7 lb.
B. BURDEKIN (2)	12 st. 3 lb.
H. K. WARD (3)	12 st. 8 lb.
E. D. HORSFALL (4)	12 st. 6 lb.
J. B. KINDERSLEY (5)	12 st. 5 lb.
A. F. R. WIGGINS (6)	12 st. 11 lb.
G. W. TITHERINGTON (7)	12 st. 7 lb.
F. A. H. PITMAN (Stroke)	12 st. 0 lb.
H. B. WELLS (Cox)	9 st.

*Since 1829 Oxford has won 29 times. There was a dead-heat in 1877.*

## OXFORD.

The Oxford and Cambridge Boat-Race is to be rowed to-day, Saturday, March 28, at 2.30 p.m. The Oxford crew are: R. W. Fletcher (Eton and Balliol); B. Burdekin (Cheltenham and New College); H. K. Ward (New South Wales and New College); E. D. Horsfall (Eton and Magdalen); J. B. Kindersley (Clifton and Exeter); A. F. R. Wiggins (Eton and New College); G. W. Titherington (Radley and Queen's); F. A. H. Pitman (Eton and New College); and H. B. Wells (Winchester and Magdalen). The Cambridge crew are: D. I. Day (Repton and Lady Margaret); S. E. Swann (Rugby and Trinity Hall); P. C. Livingston (Vancouver and Jesus); J. A. Ritson (Rugby and First Trinity); K. G. Garnett (St. Paul's and First Trinity); C. S. Clark (Bedford and Pembroke);



# CREWS FOR THE CONTEST OF SATURDAY, MARCH 28.

LIST AND GENERAL.

**CAMBRIDGE: WEIGHTS.**

D. I. DAY (Bow),  
11 st. 12 lb.

S. E. SWANN (2),  
11 st. 12 lb.

P. C. LIVINGSTON (3),  
12 st. 7 lb.

J. A. RITSON (4),  
13 st. 7 lb.

K. G. GARNETT (5),  
13 st. 11 lb.

C. S. CLARK (6),  
12 st. 13 lb.

C. E. V. BUXTON (7),  
12 st. 5 lb.

G. E. TOWER (Stroke),  
11 st. 11 lb.

L. E. RIDLEY (Cox),  
9 st.

Since 1829 Cambridge has won 31 times. There was a dead-heat in 1877.

**CAMBRIDGE.**

C. E. V. Buxton (Eton and Third Trinity); G. E. Tower (Eton and Third Trinity); and L. E. Ridley (Eastbourne and Jesus). Of the Oxford crew H. K. Ward, E. D. Horsfall, A. F. R. Wiggins, F. A. H. Pitman, and H. B. Wells are Old Blues. The Old Blues of Cambridge are: S. E. Swann, C. S. Clark, C. E. V. Buxton, G. E. Tower, and L. E. Ridley. The Oxford and Cambridge Boat-Race was instituted in 1829, when the crews rowed a match at Henley. This Oxford won easily in 14 min. 30 sec. The race was not then an annual event. The first race rowed in outriggers took place in 1846. The record race was rowed in 1911, when Oxford won, by 2½ lengths, in 18 min. 29 sec. The course (4½ miles) has been Putney to Mortlake since 1845 (except in 1846, 1856, and 1863).



## SCIENCE &amp; NATURAL HISTORY



SCIENCE & NATURAL HISTORY. (Continued from page 514.)

## SCIENCE JOTTINGS.

TADPOLES.

FOR the Nature-lover, the New Year may be said to begin in March, when the slumbering trees and the lowlier forms of animal life begin once more to show unmistakable signs of animation. According to the poets, who are commonly supposed to be the high priests of Nature, the true harbinger of spring is the cuckoo. As a matter of fact, it would be much more accurate and in harmony with fact to accord this honour to the poor despised frog. When one sees the first patches of translucent frog-spawn spread out to catch such warmth as the sun can bestow at this time of the year, one knows that the Pageant of Life has begun to move again. Those of my readers who have never made any attempt to follow the life-history of the frog should make a resolution to begin now. They will find it most fascinating, affording an insight into that mystery we call Life which will at once surprise and delight them. A small glass jar filled with water, a handful of spawn, a pocket-lens, and, if possible, a microscope, are all the aids to this investigation that are necessary.

The term "spawn" is applied to eggs which are laid in large numbers and generally adherent masses. In the case of the frog such masses may contain as many as 2000 eggs. The yolk, which forms the sustenance of the growing germ, is invested with a coating of black, a device—if such a term may be used—to attract as much heat as possible. And this yolk is surrounded by a thick layer of transparent jelly, which protects the growing germ from injury. If this black mass be carefully watched, it will be seen gradually to assume a sausage shape, and presently a body and a tail will be discernible. Later, writhing movements will appear. Soon these little black bodies will escape from their prison and attach themselves to bits of green sticks and weed which should be placed in the

jar. For some time they remain attached to such supports by a sucker, waiting for the opening of the mouth. As yet there are no visible eyes, but small stumps on each side of the head will be noticed; these are the gills. The whole skin, if examined with a lens, will be found to be covered with a sort of animated velvet-pile, for its component threads are in constant motion, thereby creating a stream of fresh water to carry on the work of breathing; and, a little later, these movements will be strong enough to bear the body slowly along, so that locomotion at this stage is like that of the lowliest of living creatures, the Protozoa.

When the mouth appears, the inside of the great fleshy lips and the jaws will be found to be armed

process not yet clearly understood. By the time this strange feast has ended, the new mouth, and the lungs, have appeared—the tadpole has become a frog, and leaves the water for the land. As a tadpole, it fed by rasping off vegetable and animal matter with its teeth; as a frog, it feeds by jerking food into its capacious mouth by the flick of a very sticky tongue.

Newts stand lower in the scale of evolution. This is shown by the fact that they never lose their tails. Some retain the external gills through life. As a rule, however, the adult newt breathes by means of lungs, but there are some species in which these have been lost, and respiration is carried on by the skin alone.

One of the most remarkable of all the newts is the Mexican Axolotl. This creature rarely attains its adult stage. Through life it breathes by means of large external gills. But, what is stranger still, it also breeds in this infantile stage. One in a million may become adult and leave the water a lung-breather. In this adult, or "Amblystoma," stage the body is not only quite differently coloured, being black, with large yellow spots, but it is also much smaller!

Countless experiments have been made to induce captive Axolotl larvae to grow up into adults. The first to succeed was Mlle. Chauvin, some years ago. Mr. E. G. Boulenger recently made experiments at the London Zoological Gardens; and he found that, when

kept under conditions which compelled frequent visits to the surface for air, with a few exceptions the desired transformation into the adult stage was effected. The tadpole stage of the common frog can be considerably lengthened, but sooner or later the adult stage is reached or death follows. Normally, the tadpole stage is passed through in twelve weeks. In mountain tarns, where the water is very cold, this stage is so much prolonged that the tadpoles have to hibernate with their parents in the mud for the winter. W. P. PYCRAFT.



THE LAUNCHING OF SEA-PLANES FROM WAR-SHIPS: THE METHOD INVENTED BY M. LOUIS BLÉRIOT.

The sea-plane is fitted with a light, strong arm with a ratchet catch and a hooked end. For a launch, the propeller of the suspended aeroplane is set going and the machine runs along the cable until it has gained enough impetus to fly. The airman then sets it free by releasing a catch by means of a small hand-lever. On returning, the airman steps his machine under the cable, guides it into the ratchet-catch with the aid of the hook, and then closes the catch; whereupon the machine is left hanging on the cable. This idea is particularly useful when the sea is rough.

with rows of horny teeth, numbering many hundreds. The gills will also have grown considerably. These, however, soon give place to internal gills, and the water taken at the mouth passes out again by a small funnel on the right side of the head. This fish-like stage disappears with the appearance of the fore-legs. The hind-legs next appear; and as these develop the mouth is closed for alterations. No food can be taken, and during this enforced fast the tadpole supports life by consuming its tail! This is slowly digested by a



A CREATURE WHICH RARELY ATTAINS THE ADULT STAGE: BREATHES BY MEANS OF LARGE EXTERNAL GILLS; AND BREEDS IN THE INFANTILE STAGE: THE MEXICAN NEWT AXOLOTL.

PROBABLY ONE OF A MILLION: A MEXICAN AXOLOTL IN THE ADULT, OR AMBLYSTOMA STAGE; A LUNG-BREATHING; AND DIFFERENTLY COLOURED AND MUCH SMALLER THAN WHEN IN INFANCY.

"One of the most remarkable of all the newts is the Mexican Axolotl. This creature rarely attains its adult stage. Through life it breathes by means of large external gills. But what is stranger still, it also breeds in this infantile stage. One in a million may become adult and leave the water a lung-breather. In this adult, or amblystoma, stage the body is not only quite differently coloured, being black with large yellow spots, but it is also much smaller."—(Photographs by Gervais.)





capus  
Pl. n. latens  
19.7

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## THE THÉÂTRE EDOUARD VII.

RUE EDOUARD VII., PARIS.

SITUATED in the new Rue Edouard VII., this Theatre has been constructed by Messrs. Hampton and Sons, within the new block of buildings of which the magnificent Hotel—of the same name—is the centre. A part of the arching of the general elevation gives on to the entrance, which is composed of six semicircular headed doorways framed in with heavy latticed and glazed doors in the prevailing style of the whole work, viz., Louis XVI. period. The Foyer, which is square, is treated with Rose Numidi marble in panels, with columns supporting the enriched ceiling, which is decorated in white and gold, the whole effect being rose and cream. From this floor two marble staircases lead up to the Entresol Circle, Private Boxes, and Lounges.

The Circle and also the Grand Circle are constructed on the cantilever principle, thus avoiding any column support and thereby giving an uninterrupted view to every seat-holder in any part of the house.

A grand staircase with French mirrored walls leads down to the Tea Room. This is panelled in mahogany with enrichments in old gilt, and the lounges are covered with rich claret-coloured silk damask in the style of the period of English Chippendale. Unlike most theatres, spacious lounges or refreshment room adjoin the Private Boxes and Auditorium. The general colour-scheme throughout the theatre is that of old rose, in the carpets and corduroy velvet chairs and draperies. Cool shades of grey and green have been used in the outer lounges and staircases. Gilt cane furniture, so much in vogue in the eighteenth century, has been utilised to give the desired effect of simple richness combined with ease.

Under the direction of the architect, W. G. R. Sprague, Esq., the whole of this undertaking, including the excavation, the building, the decorating and the electric

lighting, etc., etc., has been executed in the record time of three months by Messrs. Hampton and Sons, Pall Mall, London. From designs originated in Hampton's studios, the carpets have been specially woven, and the initials "E. VII." skilfully introduced into the design. The whole of the work is an English manufacture and carried out by English workmen.

theatre with a sense of comfort and refinement that is more generally associated with the decoration of the English home. Of late years Messrs. Hampton have added to their enormous business in modern and antique decoration for the home the even more difficult art of making the theatre beautiful. One of their greatest successes in this

direction has been the remodelling and decoration of the now charming Hippodrome, in Cranbourne Street, under the personal direction of the architect, T. Duncan Rhind, Esq., A.R.C.B.A. Scidom has a transformation been so completely successful. In place of the horrors of gilt and rococo moulding, with which most of our theatres are overlaid, all is lightness and simplicity. The proscenium, the main ceiling of the auditorium, and the balcony fronts have been remodelled and redecorated to harmonise with the new scheme of colour, which is grey and white, relieved with old-rose draperies and carpets. The architect's idea in adopting this treatment is that when the house is illuminated the colour-scheme shall form a neutral background to the many-coloured evening gowns and costumes worn by the people in the theatre, and shall also during the performance be such as will make for quietness, and be wholly free from anything that tends to diminish the concentration of the attention of the audience upon the stage. The effect thus secured possesses an exceptional degree of refinement, while the seating and other appointments are such as leave nothing to be desired by those who appreciate luxurious ease, and who does not? Certainly the present writer, or anyone who has to be in the auditorium of one or other of the theatres almost every night, cannot fail to appreciate this aid to the simplification of existence.

Apart from the Hippodrome, which is so marked a success, Hampton and Sons have had in hand, during the last few years, the construction, decoration, and complete furnishing of some fifty theatres in various parts of the world.



A PARIS THEATRE NAMED AFTER AN ENGLISH KING AND BUILT AND DECORATED BY A LONDON FIRM.  
THE THÉÂTRE EDOUARD VII., THE WORK OF MESSRS. HAMPTON AND SONS, PALL MALL, E.W.

The good taste Messrs. Hampton have long shown in their many departments of domestic furniture has enabled them to carry out these larger undertakings with a skill which combines the necessary breadth required by a

## Proof against craze or fashion

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# HUNTLEY & PALMERS OSBORNE BISCUITS

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Always ask for Huntley & Palmers Biscuits, and take care that you get them.



*"Teach without noise of words—without confusion of opinions—without the arrogance of honour—without the assault of argument."*

# MEDICAL PHILOSOPHY—WISDOM FOR THE SPRING

The following, compiled from a Work of an eminent Pathologist—Now our bodies are like houses in more than one respect, and it is usually found that although each house may be dusted out once a day, there is a regular cleaning up with extra sweeping once a week; and in addition to this there is a **SPRING CLEANING** of the whole house. Dinner Pills and stimulating diet are like the daily dusting, and while they may answer for some persons, others find that they require additional assistance, and if this be not given to them by means of a cholagogue purgative, they have unpleasant reminders by getting violent migraine with bilious vomiting, and generally they are obliged to fast for at least one day during the continuance of the headache.



C. H. Cyprian, Paris.

Design by F. Bartolozzi.

## SPRING.

*"The sweet-scented buds all around us are swelling. There are songs in the streams, there is Health in the gale."*

All the functions of the nervous system at this **VERNAL SEASON** of the year have a period of maximum activity.

"A thorough house cleaning of the alimentary canal, together with proper stimulation of the skin and kidneys, and an intelligent regulation in diet, are our most important measure in the treatment of the nervous system."—HUTCHINSON.

"All disease is the same in all parts of the body. Its cause, morbid humour, which obstructs the circulation of the blood and the electricity or motive power of the brain. Its source, Indigestion and Constipation, or the Putrefaction arising therefrom."—W. RUSSELL.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age as well as of a large proportion of the diseases of adult life, is the process known as 'Auto-Intoxication,' or self-poisoning."

"This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs or microbes, which infest the bowel, and which flourish most where bowel cleanliness least obtains."

"The dual problem therefore of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted, or prevented, or in other words how the bowel may be kept clean."—CHARLES REINHARDT, M.D.

There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

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## CRITICISM AND ARCHAEOLOGY.

Walt Whitman. Mr. Basil de Selincourt describes his "Walt Whitman" (Martin Secker) as "a critical study," but it has also the extended value of being a study in criticism. Avowedly the author is putting stress upon the aspects of his subject which court misunderstanding, or those which hitherto have received relatively little attention. It is the most obscure passages in Walt Whitman's life that are probed in the biographical section. What, in particular, is to be read into the poet's references to having "visited and partly lived in most of the Western and Eastern cities"—visits, assigned by Mr. de Selincourt to the years between 1840-50 and 1860-61, of which there is no record? What of their emotional experiences, such as "Out of the Cradle Endlessly Rocking" relates? Equally it is to clearing up obscure and intuitive intentions and effects in Whitman's poetry that the several chapters—"Plan," "Children of Adam," "Calamus," and so on—are chiefly dedicated. They seek to illumine the physical and the spiritual elements,

the fusion of which was the poet's prevailing theme; and they assume, as they must, the reader's intimate acquaintance with Whitman's work. But the section of Mr. de Selincourt's book which is most shrewdly and suggestively critical is that which, passing from the particular to the general, seeks to elucidate the problem of the form in Walt Whitman's work, and so the relation of the form to the matter in poetry as a whole. The author's argument throughout these chapters is rich in reflections on the nature of art; and if one example may be cited, it will be that, in the "Question of Unity," which culminates in the shrewd, and at the present moment very necessary, observation, that the more a man shows us that he has seen what we see, the more we can believe him when he professes a new vision.

## Athens and its Monuments.

At the present time a book on the topography of Athens—the archaeological topography, that is—is particularly opportune. Greece appears to be entering on a new era of importance and prosperity, and this, as in the days of Pericles, is finding, or about to find, architectural expression at Athens. The modern city is to be re-planned—under the direction, by the way, of an Englishman, Mr. Thomas Mawson. Doubtless the sacred stones of antiquity will be treated with all due reverence, but the mere fact that a town-planning scheme is in hand lends renewed interest to the relics of the "violet-crowned" city which was the cradle of European culture. Many readers, therefore, will welcome a compact and up-to-date little volume on the subject, entitled "Athens and its Monuments" (The Macmillan Company, New York: 17s. net), by Mr. Charles Herald Weller, of the University of Iowa. It is, perhaps, irrelevant to observe that the author bears a name associated with a knowledge of urban topography that is "extensive and peculiar." Mr. Weller's knowledge of Athens is certainly extensive, and he has



TWO GENERATIONS OF WAR-SHIPS IN LONDON WATERS: THE "NORTHAMPTON" PASSING THE OLD "PRESIDENT" NEAR BLACKFRIARS BRIDGE.

Photograph by Newspaper Illustrations.

recorded it in a very clear and painstaking manner. His book, he says, "is designed to provide a brief and un-technical account of the topography and monuments of ancient Athens for the general reader and the traveller, as well as an introduction to the subject for the student of archaeology and history." Its general plan, he adds, "was suggested by Miss Harrison's 'Mythology and Monuments of Ancient Athens'; had she decided to revise her volume, this book would probably never have been written." Archaeology, though it deals with dead things, is a living science, and is constantly making new discoveries: therefore, such works need revision as much as a modern guide-book. To take one example, Mr. Weller mentions the interesting fact that recent studies have shown how Sophocles, in his "Oedipus at Colonus," followed closely the topography of Colonus in various incidents of the play. The book is copiously illustrated with photographs and plans, but the standard of reproduction is not very high. Many of the photographs are small, and blurred in detail. Quality appears to have been subordinated to quantity. It should not have been impossible to attain both—though, for a book of this kind, quantity is, of course, the more important of the two.



ANOTHER WAR-SHIP IN THE THAMES BETWEEN THE BRIDGES: THE TRAINING-SHIP "NORTHAMPTON," RECENTLY MOORED OFF THE EMBARKMENT.

The training-ship "Northampton," formerly known as the "Sharpshooter," an old torpedo gun-boat, recently came to her moorings off the Temple Pier, just below Waterloo Bridge. Just before arriving there she passed the old sailing-ship "President," which has long lain off the Embarkment near Blackfriars Bridge. The "Northampton" is to be a training-ship for boys, in memory of the late Marquess of Northampton. She has room for 400 boys, but at present the funds available will only suffice for 100. It was arranged that the vessel should be formally opened soon after her arrival, and that the Admiralty should hand her over to the Duke of Teck as president of the memorial committee.

Photograph by Sports and General.

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100 for 3/-; 50 for 1/6

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Joseph Simpson, R.E.A.

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### THE HUNTSMAN.

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## ART NOTES.

THE Alfred East Memorial Exhibition, like most exhibitions of the kind, disturbed instead of strengthening our faith in an artist. A more roundabout but, strangely enough, more satisfying way of getting into touch with Alfred East's mood and faith was to sit through the sale of his Japanese collections. It showed one that much of his work had been nothing more than a statement of his appreciation of Hokusai and of the genius of another people. Even the little group of pots and bronzes afforded, so to speak, a distant prospect of the Englishman's career. One got glimpses of his Academy pictures through the browns and greens, the golds and blues, of the ornaments that once presided on his mantelpiece. His small household gods were also his studio deities.

Hokusai, needless to say, was the master of masters for Alfred East. And he played havoc with more than one bidder's Western discretion when the late Academician's splendid series of first editions of the "Thirty-six Views of Fuji," "The Waterfalls," and "The Bridges" were offered at Sotheby's. There were moments during the sale at which one felt that the whole of Sir Alfred East's output counted as nothing beside a single coloured sheet by Gwako Kojin Manji—the Old Man Mad About Drawing.

Alfred East was never mad about drawing; he never, during all his appearances on the line at Burlington House, showed the least signs of craziness. It is probable he was mad about Hokusai, and that is to his credit; but he was never mad in the art. It is not sufficient to have a genius for the appreciation of another man's genius, to be mad at second-hand.

The East Collection sent me posting to South Kensington to compare my purchases with the prints lent to the Museum by Mr. Leicester Harmsworth. Though rooms in which tens of thousands of damage might be done by the overturning of a can of, say, Henry II. ware, are closed and have been closed for ten months against Miss Richardson, and incidentally against the rest of the public, the Print Department still invites

inspection, or outrage. But there is an atmosphere of disaster. The galleries are empty. Three policemen and one woman, trying, on both sides, to look unconcerned, were the only living creatures to be seen

in that vast building. At the prints nobody was looking, though they are exciting beyond words; who shall say that Harunobu's sylph at her morning bath is not more beautiful than the slashed "Venus"?

Who dare name a more wonderful trio of figures than the witch-like fisher-girls sitting half-naked on the rocks, in the eleventh print for the "Hundred Poems"? And what is specially to be learned at South Kensington, both from Mr. Strange's catalogue and the study of the development of Japanese colour-printing, is that Hokusai got from Europe many of the things that Alfred East got back again from Hokusai.

The Times is wonderfully unmoved by the sale of the Duke of Devonshire's Caxtons. The leader-writer is wholly comforted with the reflection that early printed books are neither good to read nor always beautiful. We agree that the presence of an old book in a glass case does not solace and rejoice the eye. It is true that a Botticelli or a Rembrandt in the National Gallery may be of more use in one year than the Devonshire Caxtons in a hundred. But if the beauty that refreshes and rewards the eye were to be the only virtue of our national possessions, the National Gallery need reopen less than half its galleries, and the new wing of the British Museum should never have been built.

The fact remains, however, that there is a virtue in Caxtons, apart altogether from their beauty; there is an obscure virtue in the "Hamlet" of 1622. Even suppose we leave the obscure virtue—the obscure virtue, belonging by right to relics—out of the count, we still regret the Caxtons and the Shakespeares. While we continue to collect anything for the sake of its history and association, while we continue to buy books and build libraries, we must necessarily regret the departure of such princely treasures. To say that we should not regret them is rather like saying that we should cease buying any books, and cease forming any antiquarian libraries. And is it not a little childish to try to persuade the public and the American (against everything he has been told previously) that he has, after all, got nothing of much importance for his money?

R. M.



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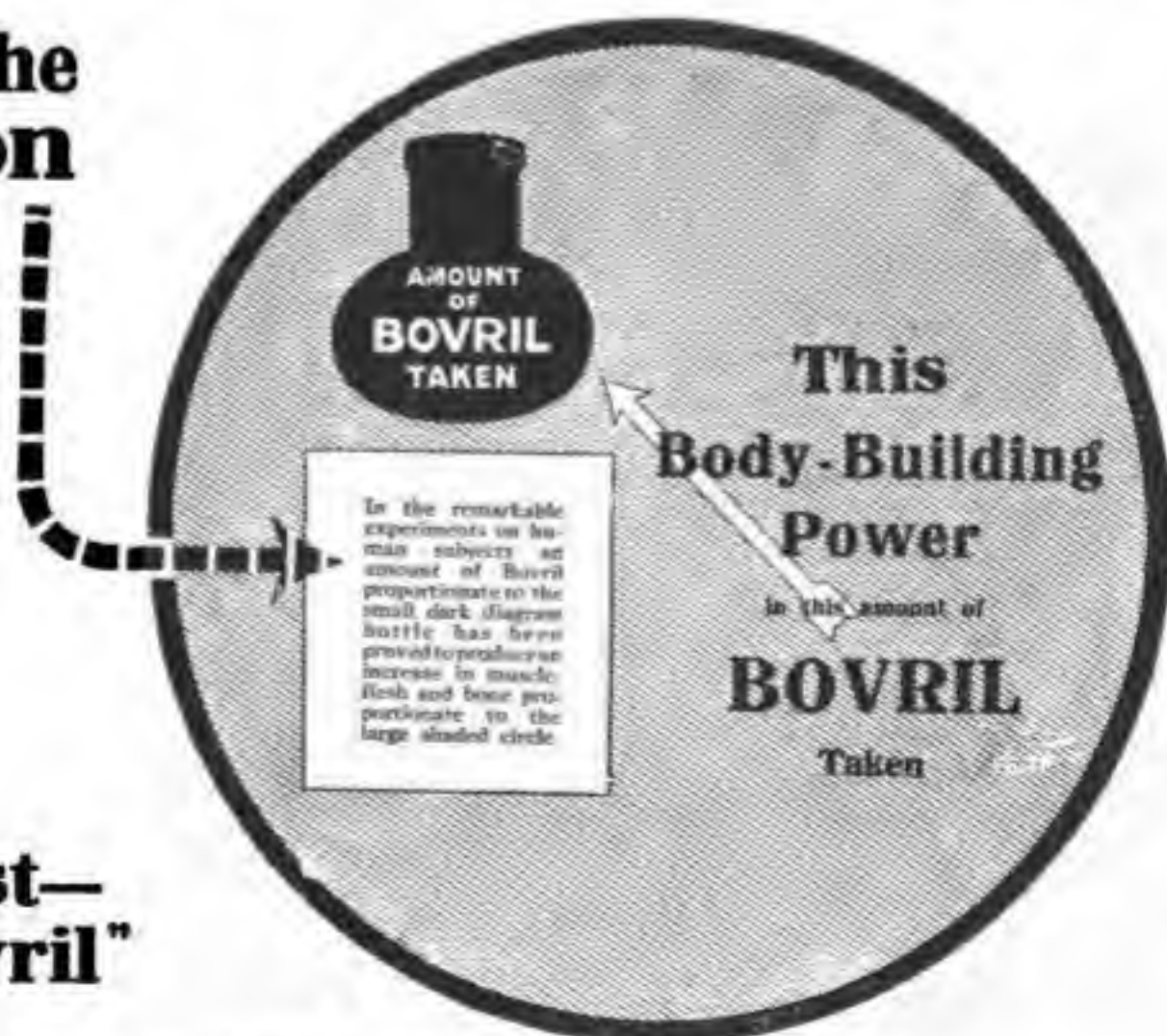
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## POLITICS AND HISTORY.

IN "The House of Cecil" on which an informing book has been written by Mr. C. Ravenscroft Dennis (Constable and Co.), we see at work some of the principles discussed by Viscount Morley in his "Notes on Politics and History" (Macmillan and Co.). Viscount Morley's volume is a version, amplified and recast, of an address delivered by the writer, as Chancellor of the University of Manchester. It is, to quote his own word, "dispersive," but it is mellow in thought and suggestiveness, and it possesses authority and attraction as the product of one who is both an experienced man of affairs and a distinguished man of letters. "Democracy, they warn us," writes Viscount Morley, "is going to insist on writing its own programme. The structure of executive organs and machinery is undergoing half-hidden but profound alterations. The two Houses of our Parliament are being fundamentally transformed before our eyes." With these

thoughts in the mind, the reader turns with interest to Mr. Ravenscroft Dennis's history of a family of rulers which rose into eminence in the middle of the sixteenth century, and which has "plenty of talent left" in our

monarch's aims and methods. When congratulated on not being obliged to speak to the King kneeling, as he was used to do to Elizabeth, he replied: "I wish to God that I spoke still on my knees." After his death in 1612, no Cecils with any great claims to distinction appeared until the middle of the nineteenth century, when the late Marquess of Salisbury "arose to prove that the spirit of his ancestor was only dormant." There is, however, an undoubted link between the distant times. Mr. Dennis shows that many characteristics were common to the Elizabethan and the Victorian statesmen. They had "intense devotion to their Queen, single-hearted patriotism, freedom from personal ambition, Olympian serenity and aloofness, genuine piety, strong family affection." They were alike also in some other respects, even in an "ungainly appearance." Just as the first Earl had round shoulders, the stoop of the late Marquess was conspicuous, and it has been inherited by the present Lord Robert, who possesses a full share of the Cecil ability.



THE QUEEN OF GREECE AND HER YOUNGEST CHILD,  
QUEEN SOPHIE AND PRINCESS CATHARINE.

Queen Sophie, who is a sister of the German Emperor, married the King of Greece, then Prince Constantine, in 1889. She has three sons and three daughters. The youngest, Princess Catharine, was born on May 4, 1913.

Photograph by Tinsley.



ROYAL COUSINS AS GUEST AND HOST: THE PRINCE OF WALES  
WITH THE KING OF DENMARK IN THE CARLSBERG  
GLYPHOTHECA AT COPENHAGEN.

On his way to visit the King and Queen of Norway at Christiania, the Prince of Wales stayed for a day with the King and Queen of Denmark at Copenhagen. King Christian welcomed him to the Order of the Elephant, and took him round all the sights of Copenhagen, including the Danish National Museum, the Arsenal, a workshop, and the Carlsberg Glyptothek, a famous art-collection. The Prince reached Christiania on the 19th, and has since been enjoying winter sport.

Photograph by Tinsley.

own day. The Marquesses of Eseter and Salisbury are the descendants of the two sons of Lord Barchley, whose grandfather, David Cecil, was a wealthy citizen of Stamford. Barchley became Secretary of State at the age of thirty, and from the Accession of Elizabeth till his death—a period of forty years—presided over the affairs of the nation with an authority second only to the Queen's. His son, Robert Cecil, the first Earl of Salisbury, was also a great and powerful servant of Elizabeth, and continued to work loyally for King James, although, it is said, he could never have been in full sympathy with that



THE CROWN PRINCE OF ITALY: PRINCE HUMBERT,  
ONLY SON OF KING VICTOR EMANUEL III.

Prince Humbert, who is Prince of Piedmont, was born on September 15, 1904, at the Castle of Racconigi. He has three sisters, two older than himself. His mother, the Queen of Italy, is a daughter of King Nicholas of Montenegro.

Photograph by Tinsley.

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## LADIES' PAGE.

THE QUEEN has spent considerable time recently in visiting various charitable institutions, and this culminating in the presence of both the King and the Queen at the opening of the new premises of the National Institute for the Blind in London, has undoubtedly given an impetus to the claims of the unfortunate on others' charity. There are two classes of unfortunate persons in every community to which it has always seemed to me abounding, unstinted help ought to be given. I mean the blind (in common with the rest of the helpless bodily afflicted) and widows. Both these classes are simply the victims of cruel circumstances; neither is answerable in the least, by their own acts, for their position of need; and therefore, to shield the sufferers from the worst consequences of the situation is in no wise to encourage others to fail in effort by relying upon such aid. Help to the blind and the widow, too, can to some extent take the form of aiding them to look after themselves. I have many times been allowed by the Editor to plead in this column for what I believe to be one of the best ways of helping the sightless; and it is a source of pleasure to me that the response of my readers was so large as to lead to a special vote of thanks to this journal being recorded in the Annual Report of the Committee of the Society for Teaching the Blind to Read.

The help asked for can be given by those numerous quiet, charitably minded persons who might say, with St. Peter: "Silver and gold have we none, but that which we have will we give"—namely, personal service. This consists in copying books in Braille type for the blind to read. Of course, this must be done with a special apparatus producing an embossed script that the finger-tips can follow. Thus, anybody who is willing to write free for the blind must first give themselves the trouble to learn the Braille system of writing; and next must provide themselves with the apparatus, which, however, is not expensive. There is, then, a limitless field of most precious benevolent efforts, to be carried on at home, and when leisure allows. Blind people can and do learn to write in "Braille" for others to read, and many earn a living in this way; so that subscribers of money for this purpose doubly aid the blind. But there is still a huge field for charitable help from sighted writers who give their own time and labour in copying, and it is quite suitable for ladies to undertake.

As to the widows, their case is not yet popular; but it is always urgent; and it has been brought before the public lately by the conviction of one of the class for cruelty to her children in keeping them shut up in a locked and dark room, in a state of dirt and misery. Her plea was that she did this solely to avoid being forcibly separated from the children by their removal to a State institution, and it was proved that she worked hard to maintain them. The fact was thus brought into relief that the Poor Law is not now arranged so as to give effective help to a widow in keeping her own children in her own home. The



THE HEIGHT OF THE FASHION IN HATS.

The top and lowest hats both show the present idea—namely, tilting a few steep planes up by a decorated backbone at the back. The trimmings are rich, velvet, satin, feathers, and flowers. The side tuque has front as trimmings.

children may be taken away by the Poor Law regulations, and kept for years, at a cost to the ratepayers that often is far more than enough to enable the mother, if it were given to her, to manage to keep her children under her own care. It may be that still she would not be able to give them all the material benefits that they might be provided with under the various forms of State upbringing; but does not every mother's heart know that the little ones do not live by bread alone, and that a poor home, perhaps a little overcrowded, poorly led even, with "mother" at its head, is infinitely better for the family than its dispersal into the mere paid-for care of others? The payment to the widowed mother to bring up her small family upon certainly should not be more than her neighbours are getting for each child from a father's earnings; but then the mother must be left to do her own business, not harassed by tramps of youthful, overbearing inspectors, whose salaries would no doubt bring up the total cost of the child-allowance to a high figure, while there would be most likely authorised to expect from the State-aided mother a needless standard of living. In short, it seems to me that, in place of the enormous expenditure now incurred on taking children away from good, loving, respectable widowed mothers to be brought up out of family life, by paid servants of the State, we as a community should just imitate the wisdom of Pharaoh's daughter when she said to the mother of Moses: "Take this child and nurse it for me, and I will pay thee thy wages."

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Do your duty to your skin, and get Antexema to-day. Supplied by all chemists and stores everywhere. Also of Boots Cash Chemists, Army and Navy, Civil Service Stores, Harrods, Selfridge's, Whiteley's, Parke's, Taylor's Drug Company, and Lewis and Harrow's at 1s. 1½d. and 2s. 6d.; or post free, in plain wrapper, 1s. 3d. and 2s. 6d. from Antexema, Castle Laboratory, London, N.W. Also throughout Canada, Australia, New Zealand, Africa, India, and Europe.

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CURES EVERY SKIN DISEASE

## No more Ugly Ears

Why allow your child to be annoyed in later life by outstanding ears, when you can easily prevent it now? Get the Claxton Ear-Cap, and let it be worn in the nursery and during sleep, and any tendency to ugly ears will soon be corrected. The pressure exerted is imperceptible, but thoroughly effective, and the cartilages of the ear are gently moulded while they are pliable, and beautiful well-placed ears in adult life are thus assured. In addition, the



### Claxton Ear-Cap

prevents the hair tangling during sleep and causes the child to breathe through the nose instead of the mouth, which is so common a cause in chest and throat troubles. The Claxton Ear-Cap is made in twenty-one sizes. Make no mistake. You must get the Claxton Ear-Cap. Cheap and nasty imitations are no good. Obtainable of all chemists, stores, and outfitters at 4/- To order direct, send measurement round head just above ears, and also over head from lobe to lobe of ears, and forward remittance for 4/- to I. L. Claxton, Castle Laboratory, London, N.W.

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As your blood purifies and your skin healthy you are more contented, healthy, and successful. Get Frazer's Tablets. Clean away built-up poisons, cure rheumatism, kidney and liver troubles, and regulate the system. Pleasant to take, and children like them. Of all chemists, 4/6, or post free 4/- from Frazer's Tablets, Castle Laboratory, London, N.W.

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There is no finer exercise and no pastime more pleasant than cycling. Pleasant exercise is far more beneficial than exercise endured for the sake of exercise. Then, for reaching the sports field, the river, and for the hundred and one other occasions, there is nothing quite so convenient as a bicycle.

Select one however which will give good, lasting, and pleasurable service, in other words select a Triumph and satisfaction.

Prices from £6 17s. 6d. to £13.

The reliability of the Triumph Motor Cycle has proved in a proverb:  
The most delightful machines for solo or sidecar driving.

TRIUMPH CYCLE CO., LTD. (Dept. M), COVENTRY.  
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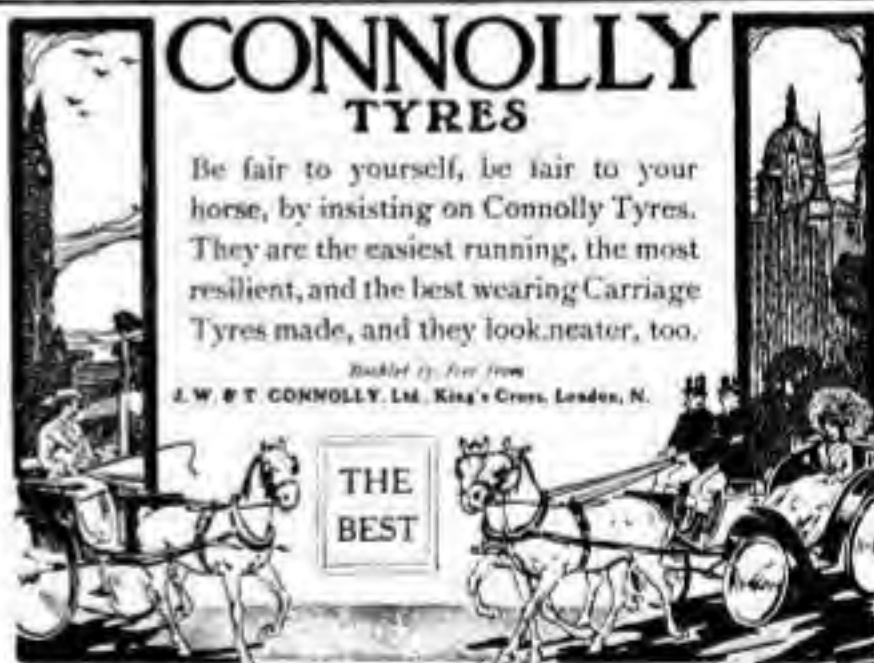
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Be fair to yourself, be fair to your horse, by insisting on Connolly Tyres. They are the easiest running, the most resilient, and the best wearing Carriage Tyres made, and they look neater, too.

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## Waltham Watches

### Pride of Possession

The man who owns a "Waltham" is keenly appreciative of its value. He is proud of it, not as a boy who rejoices in the newness of his first watch, but as a man who knows his Time-keeper is the best of its kind. The "Waltham" is keeping accurate time for millions of people. The Movements especially recommended are, for Gentlemen: "Riverside Maximus," "Vanguard," "Crescent Street," "Riverside"; and for Ladies: "Diamond," "Riverside Maximus," "Riverside," or "Lady Waltham." Every Waltham Watch is guaranteed. Be sure you see the name "Waltham" on the movement.

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FOR  
ACHES AND PAINS  
AND ALL  
RHEUMATIC  
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Dissolve and expel the uric acid which forms in the blood, and if unchecked, becomes deposited in solid form in the joints and muscles, and results in LUMBAGO, SCIATICA, NEURITIS, RHEUMATISM, AND GOUT. Take it in time and get rid of this harmful acid by this simple means, which is not only effective, but also pleasant and refreshing, and renders, recourse to drugs and purgative medicines unnecessary.

The treatment and its effects are fully described in a short, interesting treatise which will be sent

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## EASTER RAILWAY ARRANGEMENTS.

It is announced by the Brighton Railway that by their popular Royal Mail route to the Continent fifteen-day excursion tickets will be issued to Dieppe, Rouen and Paris from London and principal stations. Many other arrangements have been made by the Company for Easter trips to the Continent. Dieppe Friday-to-Tuesday tickets will be specially issued on Thursday, April 9, and the Calais to Dieppe will be open for the Easter Holidays from April 9 to 13. There will be a special excursion to the Riviera leaving Victoria at 10.0 a.m. on Thursday, April 9. Excursions to Madrid, Seville and Rome will also be run. The Continental Traffic Manager of the Brighton Railway at Victoria will send fuller information of these and other trips, and will assist intending passengers in making the necessary arrangements for a Continental holiday.

As usual, the Brighton Railway Company have issued a comprehensive programme giving full particulars of many cheap tickets from London to their numerous resorts on the South Coast, and in the Isle of Wight. Full details can be obtained by sending a post-card to the Superintendent of the Line at London Bridge.

In order to cater for the early holiday seeker the Great Eastern Railway have arranged some important improvements in their train service from April 1. Amongst these may be mentioned, a new breakfast-car express which will leave Liverpool Street at 8.23 a.m., and an additional mid-day express which will leave Liverpool Street at 1.30 p.m. every week-day. These new trains will serve Clacton, Frinton, Walton-on-Naze, Norwich, Yarmouth, Lowestoft, Cromer, Mundesley, and Overstrand. The latter train will also give a connection with Sheringham during May and June. Additional return expresses have also been provided. Commencing on July 1 a new dining-car express will be run to Hunstanton, leaving Liverpool Street at 11.30 a.m., and returning from Hunstanton at 5.37 p.m. Special Easter plans will be announced later.

Very extensive arrangements have been made by the Great Western Railway Company to cater for the holiday-makers travelling over their system this Easter, and most of the special excursions will be for convenient short or long periods covering the holiday. These include trips to the West of England, Wales, and Ireland, and, nearer town, the Thames Valley and the Shakespeare Country. Week-end tickets will be issued on April 9, 10 and 11, and will be available for return on any day (where train service permits) except the day of issue, up to Tuesday, April 14. Saturday-to-Monday tickets issued on Saturday, April 11, will be available for return on Sunday, Monday, or Tuesday, April 12, 13 or 14. Full details of the G.W.R. Company's programme of cheap facilities for the Easter Holidays are given in a special pamphlet, which may be obtained at all the Company's stations and offices.

At Easter there will be exceptional facilities offered by the London and South Western Railway Company for spending a short or long holiday, in the country or by the sea, at one of the many attractive resorts on their line. Special fast trains at excursion fares will run from London (Waterloo) on the Thursday before Easter to all parts of the South and West of England. The usual Easter tours to the Continent via Southampton are also announced. Fifteen-day tickets will be issued from Waterloo on Thursday, 9th, and Saturday, 11th, to St. Malo, for Brittany, and to Cherbourg, and on April 8, 9, 10, 11 and 13 to Paris, Rouen, and Havre. Similar bookings are also announced for April 9 only to Guernsey and Jersey, via Southampton. On Easter Monday a corridor restaurant-car express will leave Waterloo at 11.25 a.m. for Weymouth, Swanage, etc., and the return fare of 4s. 6d. gives every facility for spending an enjoyable time by the sea. Programmes giving full particulars can be obtained at the Company's London Offices and Stations, or will be forwarded on receipt of a post-card by the Superintendent of the Line, Waterloo Station, S.E.

For holiday-makers the Midland caters well in its Easter Programme, which contains classified lists of fares, train times, and other information relating to over 300 places, near and far afield, from Hertfordshire to Scotland and Ireland, the English Midlands, Yorkshire, Isle of Man, Lancashire Coast, the Peak District, and the Lake District. It is a specially delightful time of the year for walking tours in the Peak District (with, say, Devon as a centre), where the air is crisp and joyous, where quiet old-world villages and historic buildings abound, and the scenery is beautiful. Whilst reduced fares to all these districts will be given by the Midland, the same class of comfortable, roomy carriages as are run on the ordinary trains, and which induce passengers to confess they "feel so much at home on the Midland," will be provided for the Easter Holiday travel.

For spending Easter on the Continent the Great Eastern Railway Company's Hook of Holland route offers exceptional facilities. Passengers leaving London in the evening arrive at the chief Dutch cities the following morning. The Dutch flower fields will be in full bloom. From the Hook of Holland through carriages and restaurant-cars run in the North and South German express trains to Cologne, Halle and Berlin. Special tickets at reduced fares will be issued by the Harwich-Antwerp route for Brussels. Corridor-ventilated trains with restaurant-cars run on the Hook of Holland and Antwerp services between London and Parkston Quay, Harwich. Tickets dated in advance can be obtained at Liverpool Street. The Danish Royal Mail steamers of the Forenede Line, of Copenhagen, will leave Harwich for Esbjerg (on the west coast of Denmark) on April 8 and 11, returning on the 14th and 15th. The General Steam Navigation Company's steamers will leave Harwich for Hamburg on the 8th and 11th, returning on the 14th and 15th.

## TO FIT THE CRIME.

NEVER, perhaps, since Burton wrote his "Anatomy of Melancholy," has any literary work so bristled with quotations and references as "A History of Penal Methods" (Stanley Paul and Co.) lately issued from the pen of Mr. George Ives. Of Burton Dr. Johnson once said that it was the only book which ever took him out of bed two hours earlier than he wished to rise, yet through the same huge literary industry has been displayed by Mr. Ives—whose work has cost him years and years of research—it is doubtful whether his immense erudition will exercise the same fascination on present-day counterparts of our great lexicographer and moralist. But perhaps the former—that is to say, the dictionary-writer—will find more material for admiration than the moralist in all those quotations and references about "criminals, witches, and lunatics." Yet, as far as we can see, there is no mention of Sufragettes—our latest form of criminal—and how to deal with them, which is precisely the question that is exercising all of us just at present—from the Home Secretary down to the humblest of the King's subjects. "So used," he says, "are we to witnessing new laws made and fresh crimes created, as well as the constant punishing of all sorts of citizens—a punishment being always the cheapest and easiest substitute for a positive remedy—that it is scarcely remarkable that men generally acquiesce." Consequently our Sufragettes—Pankhursts, Richardsons, et al. *gravis oner*—will be delighted to hear that "I [Mr. Ives] have therefore tried to analyse the theories and assumptions on which the criminal laws are founded, and to exhibit their falsity; and have collected a number of instances of archaic punishments which were manifestly instinctive, the inference being that all others are similarly derived from evil (because pain-producing) desires." As for the treatment of lunatics, who sometimes behave more reasonably and innocently than the destroyers of our mansions and our artistic masterpieces—we trust that Mr. Ives has not been misled by his authorities when he says that George III., "on whom this most terrible visitation of Heaven had fallen," was no longer dealt with as a human being. His body was immediately enclosed in a machine, which left it in liberty of motion. He was sometimes chained to a staple. He was frequently beaten and starved, and at last he was kept in subjection by menacing and violent language.

In fact, Mr. Ives's whole book is in the nature of argument by quotations—very interesting in themselves, no doubt, like those in Burton, and all such excellent reading, but just a little inconclusive as the basis of a new philosophy of crime, and how punishment should be made to fit it—like a glove. And when our author speaks of the "extraordinary criminality ever evinced by statesmen in all ages"—we trust that he is only referring to the centuries anterior to our own.

## IDEAL EASTER HOLIDAYS

LET the great Spring holiday be a really good one this year. Make sure that the place of your intended stay possesses all the amenities for a perfect holiday. You may be certain that the Easter break will give you every satisfaction if you decide to go to one of the resorts served by the Great Western Railway. The West Country is magnificent just now with its wealth of flowers and hedges; the temperature is equable and mild, while the air is incomparably healthful.

## EASTER EXCURSIONS.

Excursion and Special Week-End arrangements are in force by Easter. Cheap fares to Devon, Cornwall, and the West, North and South Wales, Birmingham, Ireland, &c. Send at once for Excursion pamphlet, free at all G.W.R. Stations and Offices, or from the Enquiry Office, Paddington Station. Phone Paddington 7000.

**G.W.R. THE HOLIDAY LINE.**  
FRANK POTTER, General Manager.

## TRAVEL CHEAPLY AT EASTER —BUT TRAVEL IN COMFORT.

COOK'S Easter Excursions on the MIDLAND cover the greater part of the British Isles.

Tickets for short or long periods varying from half a day to 18 days.

Programme (28 pages) will be sent at once on receipt of application addressed Midland Railway, St. Pancras, or Thos. Cook and Son, Ludgate Circus.

Make the railway journey a pleasant part of your Easter holiday.

**BY MIDLAND  
FOR CHOICE.**



**SEASICKNESS**  
**TRAINSICKNESS**  
**Mothersill's Seasick Remedy**

**POSITIVELY  
PREVENTED  
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**Mothersill's  
SEASICK REMEDY**

Officially adopted by Principal Steamship Companies—endorsed by highest authorities—and used by travellers the world over. Contains no opium, alcohol, coal tar products, or their derivatives. Tested by Royal, the Nobility, Doctors, Chemists, Army and Navy. No bad after-effects.

Of all Chemists, 2/3 and 4/6, or 19, St. Bride Street, London.

**THE ONLY SEASICK REMEDY SOLD UNDER A POSITIVE GUARANTEE  
TO PREVENT AND CURE OR MONEY RETURNED.**

## EASTER HOLIDAYS

Travel from London (Waterloo) by Great Eastern Railway to

**DEVON,  
CORNWALL,  
and the  
SUNNY  
SOUTH.**

Cheap Travels to  
Tender Tickets.



**L&SWR**  
EXPRESSES EVERY  
HALF-HOUR TO  
BOURNEMOUTH

In ordinary and cheap Fare.  
First, Second, and Third Class.  
From Waterloo, between 1.20  
and 7.10 p.m. on April 9th.  
**THURSDAY.**  
**BEFORE EASTER.**

15-Day Excursions,  
via Southampton,  
by new Turbine  
Steamers to Havre  
FOR PARIS AND  
NORMANDY.  
To St. Malo, for  
BRITTANY.  
Also direct to  
GUERNSEY AND  
JERSEY.

Holiday Programme (free upon application) at Sign of the Lion, 10, St. Paul's Station, S.E.  
D. A. WALKER, General Manager.



# Beecham's Pills



make happy days.



## THE CHRONICLE OF THE CAR.

**The Light Car Reliability Trials.** The Royal Automobile Club has now issued the draft regulations for the Light Car Trials, announced to be held in May next. Taken all round, they may be said to be



A WELL-KNOWN ACTRESS'S NEW CAR: MISS MARY MOORE'S 17-25 H.P. ARMSTRONG-WHITWORTH LIMOUSINE.

The car's handsome equipment includes a C.A.V. electric-lighting outfit and horn, and an Elliot speedometer. The upholstery is in purple, as also the body, built by the Armstrong-Whitworth Works at Manchester.

fairly satisfactory, though there are, perhaps, one or two details in which they might be improved. It is difficult to criticise regulations such as these, because any criticism must almost necessarily be more destructive than constructive, and anyone can be destructive. The fact is that it almost passes the wit of man to devise anything in the shape of a trial which shall at once combine a thorough test of the several qualities of the competing cars, eliminate the element of luck, and provide a set of comparative data to enable us to distinguish between good, better, and best. Now, as to the details, the Trial is to be confined to "light four-wheeled touring-cars fitted with reverse." That, of course, rules out the cycle-car class proper, or such of them as run on three wheels or are not equipped with a reverse speed. That is as it should be, for the reason that what we want to encourage is the development of the

light car, and not a cross between car and motor-cycle. Engines may be of any number of cylinders, provided the total capacity does not exceed 1,500 c.c.—a very useful limit. So far as concerns weight, cars to be eligible must not exceed 1,500 lb., complete and ready to start in the Trial, with fuel, oil, water, tools, etc., but without driver, passenger, lamps, or spare tyres; while the combined weight of driver and passenger must not be less than 300 lb. There are to be four classes, as follows, based on price: Class A—Cars costing not more than 150 guineas; Class B—Cars selling at not more than 175 guineas; Class C—in which the price limit is 200 guineas; and Class D—For cars costing above 200 guineas. These prices are to include hood, wind-screens, head lamp (or lamps), side and tail lamps, jack, and usual kit of tools. All of these accessories, except lamps, are to be carried in the Trial. As to distance, there are to be two non-stop runs each day, separated by a luncheon interval, the daily distance to be covered being rather ambiguously stated as "between 100 and 200 miles." Altogether, about 1,000 miles will have to be covered—not a very strenuous test, it must be admitted. No provision seems to be made for testing acceleration, braking, speed, or any of the several most essential qualities which differentiate between the merely good car and the excellent; and that, to my mind, is the weak part of the whole thing. It may be that the Club has left out these tests of set purpose, intending this year to feel its way, more or less, so far as the new "light"

car, then I do not think there is any need to criticise at the moment. We can only wait and see how the thing works out.

**An Electric-Starter Note.** Apropos a recent note of mine regarding electric self-starters, I have received a letter from a correspondent who informs



A CAR RECENTLY SUPPLIED TO A WILTSHIRE LADY: A 30-35 H.P. SIX-CYLINDER HEDDELEY-DEASY.

This car was recently acquired by Mrs. H. Harris, of Bowden, Clapperton, Wiltshire. Both the chassis and coach-work were supplied through Messrs. S and A. Fuller, of Bath, a well-known West Country firm.

me that he has ordered a new car which is already fitted as a standard with a particular make of electric-lighting plant. He wants my advice about the fitting of a self-starter. In the first place, I would say that as the car he names has an engine which is quite on the small side, and is, in my experience, one of the easiest of starters, I scarcely advise the additional expense of the electric starter. If he does not mind spending money on what is frankly a luxury, let him by all means please himself—I have done my duty by pointing out that, in the case of the car in question, it is not an absolute necessity, such as I consider a starter to be in the case of anything larger than a 150. So far as concerns the matter in hand, if my correspondent has quite made up his mind, I should advise him to communicate with the makers of the car and ask them to quote him a price for fitting his vehicle with a C.A.V. starter and lighting set.



EARL AND COUNTESS FITZWILLIAM'S NEW CAR: A STANDARD 30-H.P. SIX-CYLINDER SHEFFIELD-SIMPLEX, WITH VANDEN-PLAS BODY, AT THEIR YORKSHIRE HOME, WESTWORTH WOODHOUSE.

The car is a tooth-loomer, fitted throughout with electric lighting. The body-work, by Vandem-plas, is finished in yellow, with a black top. The interior is completely upholstered in grey, with yellow trimmings.

class is concerned, and that it, moreover, desires to attract sufficient entries to ensure success. If that is

makers of the car and ask them to quote him a price for fitting his vehicle with a C.A.V. starter and lighting set.

# The ARGYLL



THE proved efficiency of the Argyll Single Sleeve Valve Engine—the safety of the Argyll Four-wheel Diagonal Braking System and the beautiful Argyll design and bodywork—"the finest coach-work in the world"—combine to place the Argyll in the very forefront of the motor world.

Let your car be an Argyll and you are ready to go anywhere, at any time—it gives a day after day service at a minimum cost for upkeep and running.

## Argyll 1914 Models.

15.30 h.p. Torpedo Car	£495.
25.50 h.p. Torpedo Car	£675.
25.50 h.p. Limousine to London	£825.

These cars are fully equipped, including: One Man Hand, Screen, 2 Lamps, Horn, Tool Outfit, Detachable Wheels, Spare Wheel, 5 Tyres, Number Plate, Patent Gauge, etc.

May we personally demonstrate the Argyll motor-cars to you?

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London Showrooms: 6, Great Marlborough Street, W.

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**Simply  
glorious!**

Never had such a time.

No, it wasn't a new car, my  
tyres made the difference.  
They are the latest and I was  
able to fit them without alter-  
ation to my present rims.  
Tyre trouble does not exist  
for me now.

I have adopted



**“Continental  
Oversize Tyres”**



**CONTINENTAL T PATTERN**  
**Solid Band Tyres**  
*for Commercial Vehicles*





*(Continued.)*  
I certainly do not advise him simply to hang on a starter and run it with a dynamo and battery which were never intended for the service. He might find them satisfactory, but there is a risk. I do not think the firm which makes the lighting set for the car in question has yet embarked on the making of a self-starter, but I do know all about the C.A.V., and can with confidence recommend it.

**The Taxation of Old Cars.** Readers of these notes may remember that, a few weeks ago, I asked what had become of the suggested deputation to the Chancellor of the Exchequer with reference to the taxation of old cars. They may also remember that I expressed my willingness to lay a shade of odds that there would be no reduction. The motoring powers that be seem to have taken the hint that it was time something was done, or that we knew what was happening in the matter, for I see that Mr. Joynton-Hicks, Chairman of the A.A., asked the Chancellor the other day if he had been asked to receive such a deputation. Mr. Lloyd George replied to the effect that he had received such a request, but that he had been obliged to refuse to see the suggested deputation, for the reason that he was quite unable to see his way to afford relief in the desired direction. For my own part, I have always recognised that the owners of obsolete cars are very unjustly treated by the exhausting basis of taxation; but, all the same, I have thought that the case was one in

which it was probably for the best that sleeping dogs should be allowed to lie. If there is going to be any revision at all, then I am a false prophet if it does not take the shape of a still heavier impost on the owners of up-to-date



A ROOMY TOURING CAR-DE-LUXE: A NEW MODEL OF A 25-H.P. FOUR-CYLINDER LANCHESTER.

The car easily accommodates five passengers. It is finished and upholstered in blue, and has wide doors to both the driver's and passengers' seats. powerful cars. More money is to be wanted for the roads, if the Government backs time during the present session

to bring in its proposed Highway Bill. The estimates for every department are going up by leaps and bounds, and people who understand these things tell me that we have about reached the limit of capacity for taxation—no what hope could there be of a reduction in any direction, let alone to relieve a section of the community which is supposed to be possessed of more than its fair share of this world's goods? It must not be forgotten that in many quarters the term "motorist" is still supposed to be synonymous with that of "millionaire."

**Unauthorized Speed-Limit Notices.**

The A.A. has recently found it necessary, in the interests of road-users, to take action in connection with the erection of unauthorized speed-limit warnings. In taking up this attitude with regard to such unauthorized signs, the Association

has in mind the fact that, were this practice to be allowed to continue unchecked, road-users would find it difficult to discriminate between warning notices erected with the sanction of the Local Government Board and those erected without such necessary authority. Recently the A.A. discovered that the local authorities had erected notices inferring a six miles speed-limit on the Chester Road, where it passes Birmingham. As this restriction had not been authorised by the Local Government Board, the Association communicated with the surveyor, and ultimately offered to supply "Cross Roads" warning signs in place of the offending speed-limit signs. This offer has now been accepted by the Highways Sub-Committee, and the necessary signs supplied for erection.

The thanks of motorists are certainly due to the A.A. for its action, for it is sufficiently obvious that if the erection of these quite unauthorized speed-limit signs were to continue, a state of things would ensue which would soon become quite intolerable.

**A New Beldam Tyre.**

The well-known Beldam motor tyre has now made its appearance in a new type, to be known as the Beldam combination "V" steel-studded tyre. This is constructed on lines similar to the "V" steel-studded tyre introduced last autumn and exhibited at Olympia in November, but differs from it by the substitution of diamond-shaped wells in the tread for the oval ones used in the former type, and

(Continued on next page.)



SECOND IN THE AUSTRALIAN A.C. RELIABILITY TRIALS: A 12-H.P. TALBOT THAT HAS COVERED 33,000 MILES.

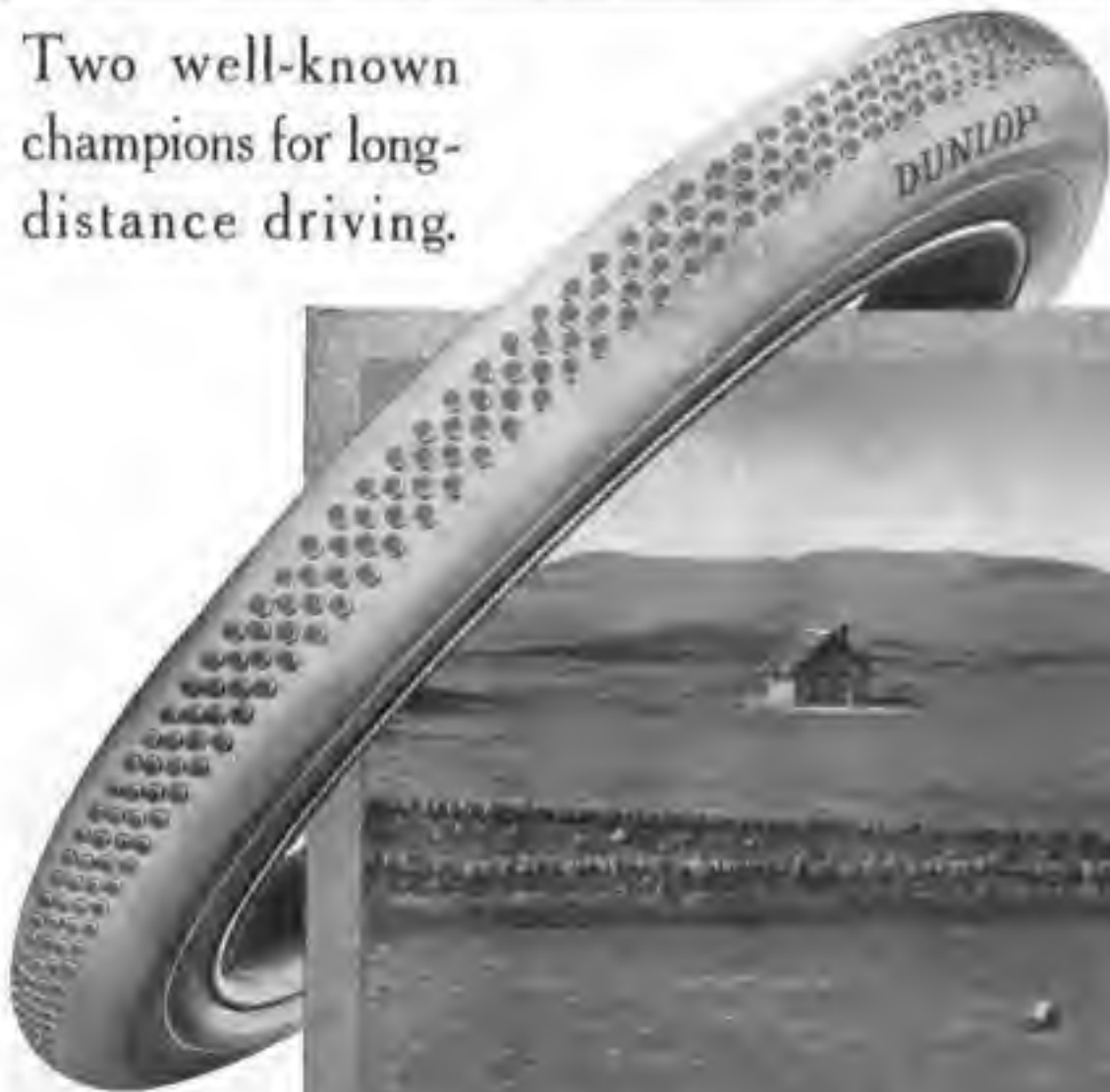
The Talbot, which is in its fourth year, scored full marks for reliability and showed an exemplary fuel-consumption. It was only 21 points out of a possible 100, behind the aggregate of the winning car, which was a 25-H.P. 1914 model.



A CAR RECENTLY SUPPLIED TO A LONDON MOTORIST: A NEW 14-H.P. ADLER CABRIOLETTALETTE.

This is a car recently supplied to Mr. Walter Mason, of Woodfield, Forest Hill, by Messrs. Morgan and Co., Ltd., of Old Bond Street and Long Acre. It is, as our photograph shows, a particularly appealing car.

Two well-known  
champions for long-  
distance driving.



**DUNLOP**  
TYRES

AND "V" GOLF BALLS.







25/30 h.p. TALBOT Cabriolet.  
R.A.C. Rating 25.0 h.p. — Brake h.p. 25.

A VERSATILE type of car, quiet and tractable for town driving, speedy and powerful on country roads. Eminently suitable for every occasion, with ample power and accommodation for all motoring requirements. The whole superstructure of the body can easily be lowered to leave an open car for congenial weather.

INVINCIBLE  
**TALBOT**

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Automobile Engineers and Manufacturers.  
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THE HIGHEST POINT  
TO WHICH MOTOR  
DESIGN HAS YET  
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CHASSIS, £695.  
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PLETE with U.S.L.  
Electric Self-Starter  
and Lighter, and all  
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"The very last word in modern design." That is the deliberately expressed opinion of the Motor regarding the Sizaire-Berwick. And it is true. The finish of every detail of the magnificently proportioned chassis is perfect. No less noteworthy is the elegance and luxuriousness of the complete car, and to drive in one is a revelation in power, smoothness, flexibility and comfort. May we arrange a trial?

20 H.P. (90 x 160 mm.)

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THE RESIGNATIONS CONSEQUENT UPON THE QUESTION OF THE BRITISH ARMY AND ULSTER: LIEUTENANT-GENERAL SIR JOHN SPENCER EWART (LEFT) AND FIELD-MARSHAL SIR JOHN FRENCH, WHO PERSIST IN THE DESIRE TO RESIGN.

Before the Prime Minister made the unexpected statement that he himself would assume the office of Secretary of State for War, for the time, at any rate, and would seek re-election, he said to the House: "I regret to say that Field-Marshal Sir John French and General Sir Spencer Ewart, after full consideration, have felt it their duty to persist in the desire to be relieved of their offices." Field-Marshal Sir John French, who is sixty-one, served four years as a naval cadet and

midshipman, and then, in 1874, entered the Army. He won his great and well-deserved reputation as a cavalry leader in the South African War, and has, of course, done much splendid work. He became Chief of the Imperial General Staff in 1911. Lieutenant-General Sir John Spencer Ewart is just fifty-three. He, too, has seen much active service; moreover, he is a born administrator. He became Adjutant-General to the Forces and Second Military Member of the Army Council in 1910.

Photograph of Sir J. S. Ewart by M&P, and Fox, Ltd.; and of Sir J. French by A. Comart.







*Called a Political Farce: The Ulster Arms Case in Ireland.*

THE HEARING OF THE ACTION BROUGHT BY BELFAST GUNSMITHS AGAINST A BELFAST COLLECTOR OF CUSTOMS:  
THE SCENE IN COURT AT THE ASSIZES.

There was a sequel a few days ago to the Proclamation of last December prohibiting the further importation of arms into Ireland when there was heard at the Belfast Assizes, before Mr. Justice Boyd and a special jury, a case bearing upon the subject. The plaintiffs were gunsmiths of Belfast; the defendant was Mr. N. S. Coleman, Collector of Customs in Belfast. The plaintiffs claimed the return of eight packages containing

arms which they alleged were wrongfully seized, £50 damages for detention, and £250 damages for conversion. The packages were consigned to the plaintiffs from Hamburg, and were seized by the Customs officers. The Irish Attorney-General, representing the defendant, called the case a political farce. The jury found for the plaintiffs, and awarded £92 5s. 7d.

*The Dispersal of Treasures from a Bank's Cellar: The Ashburnham Sale.*

DURING ONE OF THE MOST INTERESTING AUCTIONS OF RECENT TIMES: THE SCENE IN MESSRS. CHRISTIE'S DURING THE SALE  
OF THE FAMOUS ASHBURNHAM SILVER.

The sale of the fine English and foreign silver of the sixteenth, seventeenth, and eighteenth centuries, the property of Bertram, fifth Earl of Ashburnham, aroused the greatest interest at Messrs. Christie's. The much-paragraphed Henry VII. standing salt and cover fetched £5000. A plain toilet-service in silver gilt, made for a London Sheriff's wife, in 1719, by Benjamin Pyne, and consisting of twenty-six pieces, was sold

for £6100. A pair of octagon wine-coolers, weighing 245-odd ounces and sold at 17s. an ounce in 1842, fetched £384. A wine-cistern of 1720, and weighing 667 ounces, was knocked down for £1934 6s. The dish attributed to Benvenuto Cellini realised only 1600 guineas. The total obtained was £40,294, twenty times the valuation of the silver when it was stored away, over thirty years ago, in the cellar of a bank.

PHOTOGRAPHS BY ILLUSTRATIONS DUNNELL.





By G. K. CHESTERTON.

IF I were a magistrate—well, I suppose I should resign. That is the only quite practical course I can conceive of if I were a magistrate. But if, by some frantic fixity in the circumstances, if "forced by fate and haughty Juno's unrelenting hate," I were a magistrate, I should try to teach my fellow-magistrates a little common-sense. At present, I think, they make what is, perhaps, the biggest human blunder that can be made—they manage to be dignified and undignified at the same time. I do not blame a Judge for assuming a black cap when it is part of the terrible task he has to perform in the law court. I do not blame a Judge for assuming a black face, if it is part of some joke he is having with his own friends at a fancy-dress ball. But if he sat on the Bench and wore the black cap and the black face together, I should venture to call it indecent. I would always be in favour of treating courts of justice with respect; it seems to me, as a friend of public freedom, the only ground on which we can expect them to be respectable. If they are courts of justice, we ought to accept their solution within the limits of sanity. And if they are not courts of justice, we ought not to accept it at all. As things are, I should say that the people who most frequently forget the very existence of a court of justice are the Justices. A prolix and not necessarily unpleasant old gentleman often talks in the judgment seat as if he were talking in his own smoking-room arm-chair. I think it is the Judges who generally indulge in contempt of court.

It sometimes does people good to punish them. It often, probably more often, does them good to pardon them. It more often does them good to understand them, and so absolve them with a serious spiritual authority. I can imagine occasions when it might do people good to shoot them—or, at any rate, when it would do me good to shoot them. But whoever heard of anyone doing people any good by lecturing them? Kill the sinner, or kiss the sinner, or curse him with the curse of Judas, or crown him with the halo of Magdalen, but do not imagine that a sort of weak pomposity will make him feel inferior to you. The art of rhetoric is one which I specially enjoy, though I scarcely think our modern magistrates shine in it. But, even if they did, the prisoner in the dock would still have the advantage. For he is the highest of the arts: he is the tragedy. The magistrate is a bad lecturer, and ought to be restricted from giving lectures for a perfectly practical reason—that he is not lecturing on his own subject. The subject is the other man—the man in the dock. And the other man knows very much more about it.

I will take a case in a sense against myself. I mean the case of the Suffragettes, to whom magistrates so persistently preach sermons. A sermon is no good in such cases. What is wanted is a curse or an absolution. I recur to the mad imagination of myself as a magistrate. If one of the ordinary hot-headed and hazy-minded schoolgirls who appear fiercer and fiercer (but fewer and fewer), came before my court, I should instantly adopt one of two definite courses. That is, I should say one of two things; and I should say nothing between the two. I should either say something like this: "The court

is busy to-day, and your opinions have nothing to do with plate-glass. I am the magistrate of this court, and you are a convicted prisoner. The officers will take you away." But if I did not say that, if I were tempted to say one word more than that, I should say something like this: "My dear girl, I do not misunderstand. I know a cause is a glorious thing; I know in youth especially it is as glorious as a love-affair. I know there is a fair case for your cause, as for many others I pursued myself when I was young. But I also know that men and women may waste their youth over causes which they find in a few

proving anything else. You are proving that (which no man born of woman could ever doubt), and you are, if anything, disproving all the other things you want to prove. You are, if anything, disproving that women are citizens, or can be candidates for political authority. I am not maintaining that—but I say that you are. I know you are serious; I have tried to be serious and sympathetic also; and I ask you to do what you would do for any private friend—I ask you to go away and think it over." I would say that, or I would have her carried out of the room by a policeman. I would do nothing between the two.



THE GREAT POET OF PROVENCE AND RESEARCHER OF THE PROVENCAL LANGUAGE:  
THE LATE FRÉDÉRIC MISTRAL.

Frédéric Mistral, the great Provencal poet, died on March 25 at Marseilles, the little village near Marseilles where he was born on September 8, 1830, and where practically all his life was spent. Mistral's poetry was the chief literary expression of the movement for the revival of the Provencal language, for which purpose the Society known as the Félibrige was founded by him and six other poets, including J. Roumanille and A. Mathieu, in 1854. Mistral's first great poem, "Mirèio," appeared in 1859. It was crowned by the Academy and was adapted for his opera "Mirèio." Another Provencal epic, "Calendau," appeared in 1866, and in 1875 Mistral published his shorter poems, "Lo Tèra d'Or" (The Golden Islands). "Sèrta," also crowned, appeared in 1884. "Los Prouvençaux" in 1887, and in 1904 "Mas Origines," a volume of reminiscences. Mistral also compiled a Provencal dictionary, "Los Tresors d'Occitan." In 1904 he was awarded part of the Nobel Prize for literature, and with it founded a Provencal Museum at Arles. He lived a patriarchal life among his own people, and seldom visited Paris, but received much honour when he did so. In 1896 he married Mlle. Marie Rouire, of Digne.

years are not to be reconciled to the realities of life. And you may find something yet more horrible; that the cause was right after all, but that you have ruined it. I think you have nearly ruined it. For this reason—that you have made the one huge mistake of boring your audience. You are proving and proving and proving again something that no one in his wits ever doubted—the courage of women. The bodily existence of us all in this room proves that, I should think. Why drag in Velasquez? You are proving that, and you are not advancing an inch in

For there are only two things in human politics; and they are Power and Persuasion. The proof of a practical politician is that he knows which is which. You convict a man—or else you convince him. You convince him of sin—or you convict him of crime. But no good has been done from the foundations of the world by men merely nagging at men—and still less by men nagging at women. And I think either of the two speeches I have suggested above would be an improvement on the average magistrate's speech to a Suffragette. A magistrate is a magistrate; and therefore it is his duty to punish. A magistrate is a man; and therefore it is his duty to pardon. I can understand either principle predominating; but I cannot understand how the magistrate imagines that his prisoner could be moved one way or the other by his swollen-headed and weak-minded solemnity. "These women seem to have no sense of the responsibility they incur by breaking large quantities of valuable plate-glass and causing a considerable disturbance, as well a wow, wow, etc., etc., etc." I am really not surprised that, after a great deal of this, even a refined lady of the middle classes may find herself putting her tongue out or trying to dance in the dock. If she were quite sincere, she would admit that she was by no means clear in her own mind about her objects, but at least her mind was clearer than the magistrate's. And she would be right. There is no reason why that sort of magisterial speech should do any good either way. There is nothing in that speech that could punish a criminal. There is nothing in that speech that could soften a sinner. The person listening to such "rebukes from the Bench" cannot be expected to see anything except someone slightly inferior who is pretending to be superior. The real dignity of the Judge's position can only be that he is supported by right reason, and by human society. In other words, his real dignity (which I do not envy him) consists in the fact that, as was said in the old joke, when he says "You be hanged!" you are hanged. If ever I had to say such a thing, which God avert, I would certainly say nothing else. To sit and play monotonous variations on the theme of "You be hanged!" is itself nothing but wind. I know there are many magistrates to whom this does not apply; but I do seriously think the past crisis of the Suffragettes has been monstrously mishandled. One side is in the most humiliating condition in which the conqueror can find himself. It has profited only by the accidents of the enemy. Not one of the rules or raids against the Suffragettes has contributed in the least to their failure. Their failure is their own.

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# A MOST VERSATILE ACADEMICIAN: A FAMOUS VICTORIAN PAINTER.

PHOTOGRAPH BY ERNEST H. MILES



THE LATE PROFESSOR SIR HUBERT VON HERKOMER, KT., C.V.O., R.A., WHO DIED ON THE EVENING OF TUESDAY, MARCH 31, 1914.

Sir Hubert von Herkomer, who died at Budleigh Salterton, Devon, on the evening of Tuesday, March 31, was born, on May 26, 1849, at Waal, near Landsberg-am-Lech, in Bavaria, son of Lorent Herkomer, master joiner, and his wife, born Josephine Nigg, an aunt of Marie and Mathilde Wurm, and herself a gifted musician. When the child Herkomer was two, his parents emigrated to the United States, only to return to Europe six years later and to settle in Southampton. At fifteen or sixteen, young Herkomer was in lodgings in Wandsworth Road, attending South Kensington classes. At nineteen he was making a bare living, working for illustrated papers and doing stencilling at South Kensington. Some few years afterwards, a drawing at the Dudley

Gallery caused a great deal of interest, and this was afterwards developed into the famous "Chelsea Pensioners," which, by the way, was sold then for £40, and in 1904 for over £3000. Herkomer's first Royal Academy picture, "After the Toil of the Day," was hung on the line in 1873. This started the painter's career in earnest. His later work, his portraits, his landscapes, and his subject-pictures are well known, and he will be remembered also by his school of art at Bushey and as Slade Professor at Oxford. Further he wrote, worked in metal and in enamel, played, composed music, wrote plays and acted in them, and, latterly, arranged and produced cinematograph films. He became an A.R.A. in 1879 and an R.A. in 1892.



# ANOTHER DRAMATIC MONDAY IN THE HOUSE: THE PRIME

DRAWN BY OUR SPECIAL



AFTER HE HAD SAID THAT HE FELT IT HIS DUTY, FOR THE TIME AT ANY RATE, TO ASSUME  
SPEAKER'S CHAIR, AMIDST A GREAT OVATION

There was another dramatic Monday in the House of Commons on March 30, when Mr. Asquith, the Prime Minister, made a statement in the course of which he said: "I regret to say that Field-Marshal Sir John French and General Sir Spencer Ewart, after full consideration, have felt it their duty to persist in the desire to be relieved of their offices. . . . My Right Honourable friend, the Secretary for War, on my infinite regret, has informed me that he thinks it right to take the same course. . . . In the circumstances, after much consideration, and with not a little reluctance, I have felt it my duty, for the time at any rate, to assume the office of Secretary of State for War. His Majesty has been graciously pleased to



# PRIME MINISTER AND THE BRITISH ARMY AND ULSTER DIFFICULTIES.

ARTIST, S. BEGG.



THE OFFICE OF SECRETARY OF STATE FOR WAR: MR. ASQUITH PASSING OUT BEHIND THE  
FROM THE LIBERALS AND THE NATIONALISTS.

intimate his approval. I shall, therefore, as I am advised in accordance with law, retire from the House until, if it pleases them, my constituents sanction my return." Soon afterwards Mr. Asquith passed out behind the Speaker's chair, amidst a great ovation from the Liberals and the Nationalists, but without demonstrations on the part of the Labour Members. On the Tuesday, the Prime Minister took the oath of office and kissed hands upon his new appointment, and received the seals of the office of Secretary of State for War from the King. Mr. Asquith made his first visit to the War Office as its new head on March 31, and remained there some three hours.



## PORTRAITS &amp; PERSONAL NOTES.



Photo, J. J. Smith, Dublin.  
COUNCILLOR CRAWFORD MCCULLAGH, J.P.  
Who was recently nominated as the new  
Lord Mayor of Belfast.



In the south field, looking along  
the line of the battle. The present Duke of  
Wellington is the fourth holder



Photo, J. J. Smith, Dublin.  
THE LATE MR. R. J. MCMORRIS, M.P.,  
Lord Mayor of Belfast, who held that  
office five times.

Colonial work.  
In 1878 he be-  
came Assistant  
Colonial Secretary  
and Treasurer of  
Sierra Leone. In

1881 he was Chief Secretary and Chief of Staff to Sir  
Samuel Rowe in Aden, and was afterwards ap-  
pointed Colonial Secretary of the Gold Coast and of  
Lagos. He then held the same office first in the  
Leeward Islands for seven years, and then in Jamaica  
for five years, after which he served for a year as Senior  
Clerk in the Colonial Office. He went to Gibraltar in 1901.

At this time of crisis Belfast has felt deeply the loss of its  
popular Lord Mayor, the late Mr. R. J. McMorris, who was  
holding the office for the fifth time. It was from a sense of  
public duty that he recently hurried home from the South of  
France in order not to be absent from his post. Since 1910,  
when he was returned un-  
opposed, he had represented  
East Belfast, the largest of  
the Irish constituencies, in  
Parliament as a Conserva-  
tive. By profession he had  
been a solicitor, and was for  
many years in practice in  
Belfast with his brother,  
retiring in 1890.

To fill the vacancy in  
the London Bench caused  
by the retirement of Mr.  
Ernest Raggallay, the  
King has appointed Mr.  
H. W. W. Wilberforce to  
be a Metropolitan Police  
Magistrate. Mr. Wilber-  
force, who is just fifty,  
has since 1908 been stipen-  
dary magistrate at Bradford. In 1900 he contested  
North Hackney at the General Election.

Signor Tito Mattel, the well-known Italian composer, who  
had lived in England for over fifty years, died at his home in  
Maida Vale on March 30. He was born at Campobasso, near  
Naples, in 1839, and developed musical talent at a very  
early age. He was only nine when he gave his first concert  
in Naples, and at it he played his first composition—a waltz  
which became a popular piano piece. In 1853 he visited  
this country, and gave his first concert in England, at Willis's  
Rooms, an event whose sixtieth anniversary he celebrated  
last year by giving a diamond jubilee concert in London.  
Signor Mattel composed hundreds of songs and piano pieces,  
among the best-known of the former being "Dear Heart."



Photo, J. J. Smith, Dublin.  
MR. H. W. W. WILBERFORCE,  
Who has been appointed a Metropolitan  
Police Magistrate.  
of the title, and is a grand-  
son of the victor of Waterloo



Photo, J. J. Smith, Dublin.  
SIR FREDERICK EVANS, K.C.V.O., K.C.M.G.,  
Colonial Secretary at Gibraltar, who is retiring

Sir Frederick Evans, Colonial Secre-  
tary of Gibraltar, whose retirement  
from public service was recently an-  
nounced, has had a large experience of



Photo, J. J. Smith, Dublin.  
THE LATE SIGNOR TITO MATTEL,  
The famous Italian composer, who had  
lived in London for many years.



Photo, J. J. Smith, Dublin.  
THE DUKE OF WELLINGTON,  
President of the Committee for the Pre-  
servation of the Battlefield of Waterloo

In view of the fact that the centenary of the Battle  
of Waterloo will fall next year, the Duke of Wellington  
recently called a meeting at Apsley House to discuss the  
raising of a fund for the preservation of the battlefield,  
which has recently been threatened with building schemes.  
A strong committee has been formed, with the Duke as  
President and joint-treasurer with Lord Roberts, and an  
appeal has been issued for at least £10,000, while it is  
hoped to raise a much larger sum. The money is to be  
applied to compensate the landowners for the loss of their  
building rights, and also to build a simple resting-place for  
the bones of soldiers killed in the great battle, which are  
constantly being unearthed by the plough. The Belgian  
Government has helped the scheme by passing a Bill



THE HOUSE-PARTY AT KNOWSLEY DURING THEIR MAJESTIES' RECENT VISIT TO THE EARL AND COUNTESS OF DERBY.

From left to right: sitting: Lady Eva Dugdale, Lady Isabel Gathorne-Hardy, the Countess of Derby, the Queen, Lady Wolverton, and Mrs. Sassoon. Standing: Captain M. H. Milner, Lord Herbert Vane-Tempest, Colonel Helling, the King, the Earl of Derby, Lady Victoria Stanley, the Hon. Arthur Stanley, M.P., Lord Stanley, and Major Olive Wigram.

Photo, J. J. Smith, Dublin.



## TURNIPS AS FLAGS: "WAR" NEWS IN ANTI-HOME-RULE ULSTER.

DRAWN BY E. BEGG, OUR SPECIAL ARTIST IN IRELAND.



"SPEAKING" TO A MATE TWO OR THREE FIELDS AWAY, AND USING TURNIPS INSTEAD OF FLAGS: A FARM-LABOURER OF THE ULSTER VOLUNTEER FORCE PRACTISING SEMAPHORE SIGNALLING.

Describing his drawing, Mr. Begg writes: "Farm-labourers in Ulster who are also members of the Ulster Volunteer Force have picked up training generally and signalling in particular with remarkable speed. It is not an unusual thing to see one of the younger men communicating with a friend two or three fields away by signals. He

will use as 'flags' branches of a tree, a couple of turnips, or anything else that happens to be handy. Sometimes, of course, this is done merely for fun or practice; but real use is also frequently made of it." Before returning to London from Belfast on the 28th, Sir Edward Carson said that preparations in Ulster would go steadily forward.



## THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



BEFORE THE STONE WAS WELL AND TRULY LAID: THE MODEL CRANE AT PORT SUNLIGHT WITH THE MODEL STONE IT LOWERED INTO POSITION AS THE ACTUAL FOUNDATION-STONE WAS LAID THREE-QUARTERS OF A MILE AWAY.

During his visit to Port Sunlight, the King, as we note elsewhere, laid the foundation-stone of the Art Gallery which is to be built as a memorial to the late Lady Lever. His Majesty performed this gracious task by pressing an electric button; whereupon there were well and truly laid out



AFTER THE STONE WAS WELL AND TRULY LAID: THE MODEL CRANE AT PORT SUNLIGHT WITH THE MODEL STONE LOWERED INTO POSITION AS THE ACTUAL FOUNDATION-STONE WAS LAID THREE-QUARTERS OF A MILE AWAY.

only the foundation stone shown on the model illustrated above, but the actual foundation-stone some three-quarters of a mile away. As the ring stone came to rest, electric lights flashed out in the base of the model and illuminated the words: "Stone well and truly laid."



A CYCLING FIRE BRIGADE: LOWERING A MAN BY MEANS OF A LIFE-LINE.

Our photographs illustrate cycling firemen of the English Gas Company, at Wandsworth, near Berlin. It will be noted that the men are very expert and that, for example, their Red Cross corps has a very



THE RED CROSS CORPS ON THE CYCLIST FIREMEN CARRYING AN INJURED MAN ON AN AMBULANCE BETWEEN TWO MACHINES.

speedy way of removing the injured to hospital. They are best men at practice.



WEARING HIS SMOKE-HELMET: A CYCLING FIREMAN OFF TO A FIRE.

Photo. L.A.S.



BRUSHING EXTRA SPEED INTO SHIPS: A CURIOUSLY INTERESTING DEVICE FOR CLEANING THE HULLS OF VESSELS IN THE WATER.

Representatives of the British Navy and of other Navies watched a demonstration the other day, in the West India Dock, of a new appliance for cleaning the hulls of ships while the vessels in question are in the water, and so avoiding dry-docking. It is claimed that the device will be



BRUSHING EXTRA SPEED INTO SHIPS: THE CLEANING APPARATUS AT WORK ON A VESSEL'S HULL IN THE WEST INDIA DOCK.

of particular service when warships are engaged on long voyages, and will enable them to keep those clean hulls which mean maximum speed, even when there are no facilities for dry-docking. The appliance is introduced by the Submarine Motor-Ship Cleaner Company.



# FROM THE WORLD'S SCRAP-BOOK.



(Photo Associated Press.)

CONGRATULATIONS BY FLYING-MACHINE: THE ARRIVAL OF MILITARY AIRMEN AT BRUNSWICK AFTER THE BIRTH OF A SON TO THE KAISER'S ONLY DAUGHTER.

The first of these two illustrations deals with the birth of a son to the Duchess of Brunswick, only daughter of the German Emperor. The new heir to the Throne of Brunswick is the first Guelph Prince born in Brunswick for nearly one hundred years. The military airmen brought congratulations from the six crack regiments of the Prussian Army.—The second photograph shows a method of transporting



(Photo Tappan.)

AN INGENUOUS METHOD OF TRANSPORTING RACE-HORSES: THE ANIMAL'S TRAVELLING-BOX BEING LOWERED INTO ITS POSITION ON THE MOTOR-CAR.

race-horses adopted by that famous French cartogian, M. Edmond Blanc. The travelling-box containing the horse is carried on the road on a special car, and is lifted bodily aboard ship when the Channel has to be crossed. It is run by a similar car. So the racer is taken to its destination with the minimum of trouble and risk.



(Photo Associated Press.)

A HORSE ONCE IN THE MARKET FOR £90: MR. T. TYLER'S SUNLOCH WINNING THE GRAND NATIONAL.

There was a surprise in the Grand National when Sunloch came first past the post, beating Trueman III. by eight lengths and Luttrell III. by sixteen lengths. The betting was 100 to 6. Sunloch has had a remarkable career. He was once sold for £900, and was returned as a "whisperer"; that is, as touched by the wind. He has been in the market for as little as £30.



(Photo Tappan.)

MORDED IN THE PADDOCK AFTER THE RACE: SUNLOCH AFTER IT HAD WON THE GRAND NATIONAL BY EIGHT LENGTHS.



(Photo Associated Press.)

THE NEW GOVERNOR OF THE STATE OF VICTORIA: THE HON. SIR ARTHUR STANLEY TAKING LEAVE OF THE MAYOR OF ST. KILDA ON HIS ARRIVAL IN AUSTRALIA.

The new Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia is seen in our photograph on his arrival in Australia to take up his duties. His wife and himself are shown taking leave of the Mayor of St. Kilda, the place at which they landed, before driving to the State Parliament House in Melbourne. Before he left this country the new Governor was knighted by the King and invested with the insignia of a Knight Commander of the Most Distinguished Order of



(Photo C.M.)

PREPARING THE KING'S MAUNDY FOR THE THURSDAY IN HOLY WEEK: GETTING READY THE PURSES OF SMALL SILVER COINS FOR DISTRIBUTION.

St. Michael and St. George.—The Maundy money is the Sovereign's bounty which is distributed on Thursday in Holy Week in the shape of silver penny-pieces, twopenny-pieces, threepenny-pieces, and fourpenny-pieces. The King's Maundy used to be distributed in the Chapel Royal, Whitehall, by the Lord High Almoner. It is now given in Westminster Abbey, during a special service. The recipients are chosen from London charities.



# THE OXFORD AND CAMBRIDGE BOAT-RACE: WINNERS; LOSERS: AND CROWD.

PHOTOGRAPHY BY ALFRED, L.N.A., C.N., AND G.P.U.



THE VICTORS HELPING THE VANQUISHED - CAMBRIDGE ASSISTING OXFORD TO BRING IN THEIR BOAT AFTER THE RACE.



WATCHING THE CRAFT IN CASE OF ANY ATTEMPTED OUTRAGE: POLICE ON GUARD OVER THE BOAT-HOUSE.



FRESH AFTER THE FINISH: CAMBRIDGE AT THE END OF THE RACE.



BOWED OUT AFTER THE FINISH: OXFORD AT THE END OF THE RACE.



PROOF OF THE EVER-GREEN PUBLIC INTEREST IN THE EVENT: CROWDS ON THE MALL, HAMMERSMITH, AND ON BARGES.



THE ACCIDENT AT THE BOAT-RACE: THE COLLAPSED STAGING ON THE BARGE.

It cannot be said with any truth that the Oxford and Cambridge Boat-Race of 1914 will go down in the history of such matters as an exciting event. Indeed, the spectators, who were present in exceptional numbers, voted the contest very disappointing. The crews were level for only about a minute and then Cambridge went steadily ahead, increasing their lead all the way to the finish, and winning by 4½ lengths in 20 min.

23 sec. At the end of the race, the winners were fresh; but Oxford were rowed out. An unfortunate accident occurred during the race. A staging on a barge moored on the Middleside of the river, opposite Hammersmith Vicarage, collapsed, with the result that most of the 150 people on the stand fell into the barge. Fortunately, only five of the injured needed treatment, and only three were detained at the West London Hospital.



## IN A SNOW STORM: THE HEIR TO THE THRONE AS SKI-RUNNER.

AFTER A PHOTOGRAPH BY RICHARD TROTT.



THE PRINCE OF WALES ON SKI: HIS ROYAL HIGHNESS ON A VISIT TO NORWAY—AND HOODED AGAINST THE WEATHER.

As most of our readers must be aware, the Prince of Wales is on a visit to Norway, a private visit which is regarded, nevertheless, not only as a proof of His Royal Highness's near relationship to the Norwegian Royal House, but of the friendship between the peoples of Norway and this country. The Prince is seeing a good deal of winter sports. For example, he attended the recent ski-race at Frognerseter, accompanied by

the King and Queen of Norway and the Crown Prince Olav, all on skis. He has also been on at least one ski-running expedition of some miles, under the same guidance. At the moment of writing, it is announced that he has gone to Finse, the well-known Norwegian tourist and ski-resort, which, by the way, has just added to its numerous attractions a fine rink for indoor ice-skating.





## ART NOTES.

THE English jewellery at the London Museum and the Ashburnham silver at Christie's have set an extravagant fashion, at any rate in sight-seeing. For the last fortnight London,

interested at certain other seasons in posters, or woodwork, or silhouettes, or sculpture, or the Futurist's "wood blocks" made of linoleum, has cultivated a taste for the gold and enamel stock of an Elizabethan jeweller, and for such things as the Ashburnham standing "salt" and the dish ascribed to Benvenuto Cellini. The London Museum has taken the town's fancy; it is always crowded, if for no better reason than that the house itself is good to see, and that the carpets that invite one's dirty and deprecating soles were lately trodden by Royalty and the Duchess. It is clear that something besides the direct

attraction of the things exhibited is drawing the crowd. Stafford House is next door to St. James's Palace; it is in a region more seductive than South Kensington or Bloomsbury, and the connoisseur already inhabits it in his thousands.

It was in St. James's Street, after a visit to the new Museum, that the clan of glared eyes caught my eye. Whatever its history may be, and whoever its maker, it is easily recognised. Even to the chance eye of one who had not seen it in the sale-room it flashes its importance, its value, its rarity. The workmanship is incredibly skilful; and Mr. Amor must be thanked for breaking through the reserve that usually denies to the shop-windows the choicest treasures of an artist's stock. But London, as I say, has had a fortnight of extravagance. It was only when I turned from St. James's Street into Piccadilly and encountered a whole string of covered vans laden with pictures for the Royal Academy that I realised that Cellini himself will be forgotten on the first Monday in May.

The first Monday in May comes more stealthily each year, and Show Sunday is growing to be the least ostentatious of days. Instead of a parade of the studios, a single visit to some portrait painter's private view is now the rule. Personal reasons being many motives to the doors of an artist whose sitters are of consequence, but the old eager pilgrimage from St. John's Wood to Chelsea and back again is forgotten. One of the portraits that might have made Show Sunday interesting had had its private view a month or two previously. Mr. Sargent's "Henry James" will, however, have to bear a full share of the burden of the year. No other canvas promises to do so much to relieve the tedium of the line. It is said, by the way, that a portrait of a Cabinet Minister and his lady has been withdrawn at the last moment on the pretext that it would be impossible to secure it against the danger of attack.

Five of the water-colours ascribed to John Sell Cotman in the first exhibition held by Messrs. Paset in the King Street galleries lately vacated by Messrs. Shepherd are of admirable quality. Cotman at his best—the Cotman of oyster-grays, sea-greens, champagne-coloured masonry, and transparent shadows—is supreme. The drawing of Richmond Bridge, a mass of light space below a great bank of midsummer foliage, is an example of Cotman at his best. The trees are almost black in the fulness of their green; the bridge is pale in a haze of dry heat and dust. It is an extreme contrast expressed with Cotman's customary mildness and sweetness of touch. The deep shadows of "St. Andrew's Hall, Norwich," and the gentle radiance of its lights, are full of a quietude since lost to English painting. A dark Girtin, "View of Great Marlow," and two examples of J. R. Cozens are also noteworthy.

Cozens's "A Castle in the Hills, Italy," is a highly characteristic example.

The Pencil Society is holding an exhibition at Mr. Paterson's gallery in Bond Street. Sir Charles Holroyd shows that the constant companionship of



BOUGHT FOR THE NATION: A LATE FIFTEENTH-CENTURY LIMWOOD FIGURE OF ST. GEORGE.

This addition to the treasure of the Victoria and Albert Museum was bought from the funds of the Murray Bequest and was formerly exhibited at Ipswich. It is South German work.



BOUGHT FOR THE NATION: A WALRUS-IVORY TAIL, OR HEAD OF A CROSS-STAFF—A SERAPH BETWEEN DRAGONS.

This ivory tail was inserted in Water Lane, in the City of London, some twenty years ago. The only other ivory tail which can safely be claimed as being a specimen of English workmanship was given to the British Museum in 1903.



BOUGHT FOR THE NATION: A WALRUS-IVORY TAIL, OR HEAD OF A CROSS-STAFF—THE ADMIRAL USE BETWEEN ANGELS.

This was an addition to the Victoria and Albert Museum, in an important example of English Renaissance art, and probably dates from the early sixteenth century. The carved heads have been broken away. The other side of it is shown below.

the great Masters is not sufficient to bully a man out of the exercise of his own minor talent. The most interesting of his heads is the "Dr. Frisium"; the drawing after Botticelli is a very still translation out of the Italian—a prose, or pencil, version of a thing much better left in the more lyrical original. Mr. Vernon Hill's drawings are curious, but Mr. George Sheringham is the only exhibitor definitely bent on trying the full possibilities of the pencil. E. M.



BOUGHT FOR THE NATION: A LATE FOURTEENTH-CENTURY MARBLE STATUETTE OF A PROPHET.

This was also bought for the Victoria and Albert Museum from the funds of the Murray Bequest. It probably belongs to a series of similar figures, made for the high altar of Cologne Cathedral.



# INAUGURATION BY ELECTRICITY: THE NEW ROYAL METHOD OF "OPENING."

PHOTOGRAPHS Nos. 1, 2, AND 3 BY C.N.; No. 4 BY FARRINGTON PHOTO CO.



1. ELECTRICALLY "LAYING" THE FOUNDATION-STONE OF THE NEW TOWN HALL AT WALLASEY: THE KING PRESSES A BUTTON ABOUT A MILE FROM THE SITE.
2. ELECTRICALLY "OPENING" THE NEW WINGS OF CHESTER INFIRMARY: THE KING PULLS A SWITCH IN THE MARKET SQUARE.

The visit of the King and Queen to Cheshire afforded several interesting examples of the new method of performing opening ceremonies by means of electricity at a distance from the actual building or enclosure being "opened." The system has, of course, been used over much greater distances, both by the King and by President Wilson. In Cheshire it was probably adopted owing to the limited time at their Majesties' disposal.

3. ELECTRICALLY "OPENING" A NEW PUBLIC PARK AT BIRKENHEAD: THE KING PRESSES A BUTTON IN THE MAIN SQUARE OF THE TOWN.
4. THE KING AND QUEEN AT CHESTER: THE SCENE IN THE MARKET SQUARE ON THEIR MAJESTIES' ARRIVAL.

The foundation-stone of the new Town Hall at Wallasey, which weighed three-quarters of a ton, dropped into its place without a hitch when the King set the current in motion. Besides the ceremonies shown in our photographs, his Majesty also laid the foundation-stone of the new Lady Lever Memorial at Port Sunlight in a similar manner. The new wings of Chester Infirmary were the gift of Mr. Albert Wood, and are named after him.



# ROYALTY IN A GREAT SOAP-WORKS: THE KING AND QUEEN

PHOTOGRAPHS BY ALFIERI.



1. WATCHING SOAP IN THE MAKING: THE KING AND QUEEN IN A SOAPERY AT PORT SUNLIGHT, WITH SIR WILLIAM HESKETH LEVER.
2. TYPICAL OF THE PLEASANTNESS OF PORT SUNLIGHT, THE GARDEN CITY: A CORNER OF A COTTAGE IN CORNICHE ROAD.

3. SUBSTANTIAL COMFORT IN PORT SUNLIGHT: COTTAGES IN CENTRAL ROAD.
4. IN THE SCENTED-SOAP WORKS: THE QUEEN WATCHING PACKERS.
5. THE BUILDING WHOSE FOUNDATION-STONE THE KING LAID: THE DESIGN FOR THE NEW LADY LEVER MEMORIAL ART GALLERY AND MUSEUM.

During their tour through Lancashire and Cheshire, the King and Queen, ever interested in the welfare of workers, paid a visit to that most famous industrial Garden City, Port Sunlight, over which they were escorted by its founder, Sir William Hesketh Lever. A thorough inspection of the buildings, including the Soaperies, was made; and then their Majesties drove to the Hulme Hall, where, by pressing a button, the King laid the foundation-stone of the Art Gallery and Museum which is to be set up as a memorial to the late Lady Lever. In this new building will be placed the art treasures which are at present in the Hulme Hall, and include fine collections of Chinese porcelain, Wedgwood, eighteenth-century English furniture, French furniture and Napoleonic relics, and paintings by such artists as Gainsborough, Hoppner, Eddy, Constable, Lawrence, Leighton, Raeburn, Morland, Reynolds, and Turner. Port Sunlight and its works are truly a romance of trade. Sir William Hesketh Lever founded the industry, in January 1886, at works in Warrington, which could only turn out 20 tons of soap a week. Successive enlargements increased the output to 90, 270, and 450 tons a week. Then, in 1887, the Warrington site not permitting further expansion, land was bought on the marshes by Brimborough Pool—a Cheshire tributary of the Mersey flowing into that river through its left bank at a point nearly opposite Garston Docks, Liverpool. The first sod on the site of No. 1



# AT PORT SUNLIGHT, THE FAMOUS INDUSTRIAL GARDEN CITY

TOPICAL, L.N.A., AND C.N.



6. THE ROYAL JOURNEY THROUGH PORT SUNLIGHT: THE TRAIN CONVEYING THE KING AND QUEEN ON ITS WAY.  
 7. WHERE THE KING PRESSED A BUTTON AND SO LAID THE FOUNDATION-STONE OF THE NEW ART GALLERY AND MUSEUM: THE HOLME HALL.

8. PREPARING FOR THE LAYING OF THE FOUNDATION-STONE: ARRANGING THE ELECTRIC CONNECTION.  
 9. CHEERING THE KING AND QUEEN: PORT SUNLIGHT EMPLOYEES.  
 10. IN THE WORKS: SIR WILLIAM HESKETH LEVER SHOWING THE KING AND QUEEN

Soapery was cut on March 3, 1888. The land acquired for Port Sunlight was allocated in certain proportions to works and village. Originally, 56 acres of land were parcelled out, 24 to the business and works, and 32 to the village. These areas soon proved quite inadequate, and were enlarged by purchase as opportunity offered. When the company of Lever Brothers Ltd., was incorporated in 1894, the works, plant, and village comprised an area of 86 acres. At the present time the total area is 462 acres, 239 for including the area in reserve for expansion, and 223 for village and village extensions. The first soapery had a capacity for the manufacture of 800 tons of soap per week. The now four soaperies, with an aggregate capacity of about 4000 tons. The buildings within the works area of 239 acres include the Soap and Glycerine Factories, Oil and Cake Mills, Printing, and other Works, Wharves, Docks, Roads, and Sidings, together with the Head Offices of the company. The buildings within the village area of 223 acres include 533 house cottages, 8 shops, recreation halls, library, museum, hospital, with parks, gardens, and over five miles of roads. The tenure of all is freehold. The company has over 6000 employ Port Sunlight. The Holme Hall, named after the late Lady Lever, formerly Miss Holme, was built in 1901 at a cost of £18,000.



## OUT OF THE SUNLIGHT INTO THE SHADE OF THE VAST SHOP:

DRAWN BY H. W. KOEKKOEK, OUR SPECIAL ARTIST



### THE ROYAL CAR MOVING VERY SLOWLY—ALMOST DIFFIDENTLY—THROUGH THE HUGE WORKS:

There was no more impressive period during the visit of the King and Queen to the great shipbuilding works of Messrs. Cammell Laird, at Birkenhead, than that of their Majesties' motor-drive through the huge engine-shop of the firm. This was empty, save for the royal car and those following it, our special artist, and an engineer in charge; and the very modest royal procession, stealing its way through in the silence, added to the immensity of the place, to the sense of the loneliness of man amongst the gigantic creations of man. Mr. Koekkoek, writing his impressions, says: "A stillness, almost appalling in its intensity, and all the more striking when contrasted with the light and the bunting and the cheering crowds without, reigned in the vast hall towering so recently with the life and the clang of labour. The wan light filtering down through the huge spans of the glass roof, to be



## ROYAL BRITAIN AMIDST GIGANTIC CREATIONS OF MAN.

WHO WITNESSED THE SCENE IN THE ENGINE-SHOP.



### THEIR MAJESTIES TRAVERSING THE ENGINE-SHOP OF MESSRS. CAMMELL LAIRD, AT BIRKENHEAD.

absorbed by a bluish golden gloom of indescribable beauty, and throwing the massive girders into bold relief against a seemingly infinite distance, showed the great engines gaunt & deserted. The scene was overwhelming in its impressiveness, and one found oneself walking softly, as though awed by the dignity and solemnity of a cathedral. Then, from somewhere outside, came a burst of cheering. The royal car entered the shop, making its way very, very slowly, almost, it appeared, diffidently, through what it did not seem curious to the of as the nave, and well-nigh lost in the shadows. Thus the procession passed; then swerved to the left and went out, through a huge side-door, as noiselessly as it had come. Then voices were heard and the rush of feet of those refilling the shop. The spell was broken."



## BY THE DRIVER OF GENERAL CARRANZA'S MOTOR-CAR:



THE photographs on this double-page were sent to us by the driver of General Carranza's motor-car, who forwards with them several interesting notes. He writes, for example: "The army has no Commissariat Department and each soldier has to 'rustle' for himself. The men are paid every day. Soldiers take with them their wives, and very frequently their entire families, including, of course, several dogs; and several times I have even seen bags and trunks, which they have put in the cars with the hay for the horses. All ride on the roofs of the cars and sleep there also. They are packed like sardines, and have trunks and supplies of all descriptions. In the night time it is sometimes bitterly cold for them, as they are very poorly clad."



1. THE SCENE AT NOGALES, SONORA, ON THE ARRIVAL OF GENERAL CARRANZA AND HIS ARMY ON MARCH 1: THE BODYGUARD AND THE CROWD LINKED UP.
2. WIVES AND FAMILIES OF REBEL SOLDIERS READY TO ACCOMPANY THE TROOPS: WAITING TO BOARD A MILITARY TRAIN.

3. GUARDED BY A YAQUI INDIAN: GENERAL CARRANZA'S MOTOR-CAR ON A RAILWAY-TRUCK.
4. A WOMAN SOLDIER WHO HAS FOUGHT IN SEVENTEEN ENGAGEMENTS UNDER GENERAL JUAN CARANZO: JUANA R. UDA DE FLORES.

As to the Mayo Indians, the driver of General Carranza's car writes: "These Indians greatly resemble our Navajos in Arizona. They are excellent weavers, and make very many pretty designs in blankets. Their only weapons are bows and arrows. The bows are about five feet long, and made out of the tough mesquite tree. The arrows are made of a reed that resembles bamboo, and are tipped with a wood called 'Ironwood.' They are so shaped that when an arrow is withdrawn from a wound, the wound closes and does not bleed. The arrows are poisoned: dipped in the venom of snakes, or into a body which has been allowed to putrefy. A wound is fatal, and the death is horrible. The chiefs are usually



## WITH THE REBEL ARMY IN MEXICO — WAR SCENES.



and the train travels quite fast; but they sleep oblivious of the fact that a bad jolt of the train is liable to upset all the road-bed being in frightful condition, all the bridges having been burned at some time or other by either Federals or Rebels. Temporary bridges have been made. These are called "Sapo Flores." The engines are in poor condition and are of the wind-burning type, so it is necessary to get a flying start to get over the bridges. Frequently, soldiers are thrown off and injured." With regard to the photograph of Juana R. Uda de Flores, he notes that this lady is a "soldado" who is a daring fighter, and has been in a number of engagements (recently, in fact), with General Juan Carrasco, in the vicinity of Mazatlan.



5. HOW THE REBELS TRAVEL: MEN OF GENERAL CARRANZA'S ARMY ON THE ROOFS OF THE RAILWAY-CARS, ON WHICH THEY RIDE AND SLEEP, THE CARS THEMSELVES BEING FILLED WITH HORSES.  
6. THE CHIEF OF THE REBELS: GENERAL CARRANZA.  
7. INCLUDING WOMEN SOLDIERS: A GROUP TAKEN ON THE ROOF OF A RAILWAY-CAR NEAR CULIACAN, SINALOA.

8. COME DOWN FROM THE MOUNTAINS TO OFFER THEIR SERVICES AS MEN TO GENERAL CARRANZA: MAYO INDIANS AT HUATAMAMPO.  
9. IMMEDIATELY AFTER THE FEDERALS HAD BURNT A REBEL TRAIN: A TRAIN OF GENERAL CARRANZA'S ARMY BETWEEN ESPERANZA AND

armed with machetes. The position of drummer seems to be one of honour, and is usually held by a very old man who carries himself with all the dignity of a drum-major's band. The drums beat the war-music, and its sound is a terror to the Federals, as the Mayos are intrepid fighters, devoid of fear, and can stand great hardships, sometimes for almost two days without water or food. They are typical Indians; tall, with features almost Grecian; devoid of expression. No emotion of any kind shows faces, and their discipline is of the best." The Mayos Indians inhabit the lower valley of the river Mayo.



## THE NEW AMUSEMENT OF SOCIETY IN LONDON:

DRAWN BY J.



## DANCING AFTER SUPPER AT THE SAVOY: A DIVERSION SOCIAL

The craze for the Tango Tea may be said to be dead. In its place has come a diversion which is not freakish, and is attracting all Society as opposed to that section of the orthodox kind, and there is little or no request for "Continental novelties." The Savoy being well known as an index to fashionable



## AFTER-SUPPER DANCING IN A WINTER GARDEN.

C. MICHAEL.



LEADERS ARE FOLLOWING NIGHTLY AND ENJOYING GREATLY.

<sup>1</sup>Society which is never happy unless it has a fresh toy. For, new as is dancing after supper in the Winter Garden of the Savoy, the dances which, hitherto, there seems little doubt that, if it continues to be popular there, after-supper dancing will become general in the great restaurants.



## 1700 FOSSIL BONES IN THREE MONTHS: "FINDS" AT OLDOWAY.

PHOTOGRAPHS COURTESY SUPPLIED BY DR. HANS RECK.



IT was announced a few days ago that Dr. Hans Reck, of Berlin, had discovered, at Oldoway, in the north of German East Africa, the skeleton of a man who lived, in all probability, some 150,000 years ago. At our request, the Doctor has been good enough to send us the photographs reproduced on this page and the one opposite; and, with them, a note of much interest. The following is a translation from the German:

The rare animal fossils of the Tertiary Period yielded by Africa decided the Geological-Palaeontological Institute and Museum of the University of Berlin to undertake excavations at the Oldoway "pit." The work was most successful, yielding results of the greatest scientific importance. The volcanic tuff of the pit is in excellently horizontal strata, and may be divided into five geological horizons, each of which has given up splendidly preserved remains. In three months, some 1700 bones were found and taken to the Expedition's camp, there to be sheltered carefully under primitive, straw-roofed huts until they could be numbered, classified, and packed for their long journey. The huts in question were full of bones and huge relics of elephants. Most of the tusks discovered were surprisingly long, very light, and straight. The best was 3'8 metres (10 ft. 5 in.) in length. Then there were represented the rhinoceros, the hippopotamus, numerous antelopes and gazelles, as well as pigs, rodents, and beasts of prey.

It was frequently difficult to obtain the bones. Not only was there a dearth of water and a blazing sun, but wild animals would arrive unexpectedly and disturb the diggers. Rhinoceroses, in particular, chased the men from time to time, sending them running through the trees and holding them prisoners for hours. The crumbling walls of the pit provided another obstacle. A precious relic would be seen in about the middle of the 50-foot wall, and those seeking it would have to be lowered by ropes, or else

(Continued on p. 562.)

adders would have to be made and so set that the "find" could be reached. When, by good fortune, there could be found a place upon which a man could stand, the task was easier, for the natural "platform" could be enlarged by the pick.

One day brought with it a great surprise. On the steep incline of the "pit," the excavators found signs of a human skeleton, which was soon laid bare and protected by a straw roof. The discovery was seen to be of extreme age, and in a remarkably fine condition. The stratum about it was undisturbed, proof that it owed its position not to having been buried at the bottom of a hole dug down through several strata, but to having been contemporaneous with the stratum in which it rested. And that stratum is so old geologically that the skeleton must date at least from the Diluvial Period of Africa, which, it may be noted, synchronises with the Ice Period of Northern Europe. No more precise date can be assigned to it until it has been compared with the fossil remains of beasts found during the same excavations. These are on the way at the moment. It is typically negroid, and the first fossil human form found at Oldoway. The skull is highly developed, narrow and long; the head is set deep in the shoulders; the chest is massive. The position of the skeleton calls for notice. The legs were drawn up sharply, and obviously in a natural manner. This is additional argument in favour of the belief that the body was not buried; and must be taken in conjunction also with the facts that there are no traces of entombment, and that the constricted attitude is unknown in any case of burial by man. It would seem that the man was driven into the lake which was once above the spot on which his remains were found, or met with an accident on it, and was drowned. The body could be quickly covered with the mud at the bottom of the water and tula, and so be protected from disturbing influences.



1. SCENE OF THE DISCOVERY OF 1700 FOSSIL BONES IN THREE MONTHS: THE OLDOWAY "PIT," GERMAN EAST AFRICA.

2. SHOWING STRAW-ROOFED SHELTERS FOR THE VALUABLE FOSSILS UNEARTHED: IN THE GERMAN EXPEDITION'S CAMP.

The human skeleton found at Oldoway by Dr. Reck has already caused some controversy in Berlin; although nothing very definite can be said until the other "finds" have arrived in Europe for comparison with it. As we have already remarked, the skull is well developed; indeed, is like that of a negro of to-day. For this reason, more particularly, the age of the remains is being much discussed. Dealing with the matter

3. DIFFICULTIES OF THE EXCAVATIONS: WORKING AT THE UNEARTHING OF A FOSSIL WHILST STANDING ON A RUDE LADDER.

4. SHOWING A TUSK TEN FEET FIVE INCHES IN LENGTH: "FINDS" MADE BY THE GERMAN EXPEDITION.

in the "Lokalansieger," Dr. Reck points out that early races frequently present signs of a development higher than that of modern primitive peoples; argues that, in any event, the geological surroundings of the remains show that the man must have belonged to the Diluvial Age; and thinks that the high development shown is merely another proof that the human race more or less as it is now is of considerably greater antiquity



# A MAN OF 150,000 YEARS AGO? THE NEW-FOUND SKELETON.

Photographs by courtesy of Dr. Hans Reck.



DISCOVERED IN GERMAN EAST AFRICA BY DR. HANS RECK, AND THOUGHT BY HIM TO BE THE REMAINS OF A MAN DROWNED ABOUT 150,000 YEARS AGO: THE NEGROID HUMAN REMAINS IN POSITION AT OLDOWAY.

Continued. than has been imagined. The skull proves, too, he believes, that the Negro race developed very early and became stationary very early. In the same journal, Professor Fritsch writes that he sees an extraordinary likeness between the Oldoway man and those remains, found at Mentone, which are attributed to a "Grimaldi race," are also very negroid, and were also found in crouching position, with legs drawn up. This is important; for, as is recorded above, Dr. Reck thinks that the position of the Oldoway

man is accidental, and not due to burial. Professor Fritsch, on the other hand, that the tufa bed in which the skeleton was found may have been there first, a body may have been buried in it. The masses of tufa shrouding the remains were of equal thickness, so that it is asserted that, despite the fact that the stratum undisturbed, geologists may have to admit the possibility that the body was taken to the place at a period later than that of the formation of the stratum.



## SCIENCE

## NATURAL HISTORY



SIR WILLIAM MATHER,  
F.R.S.

The eighth annual meeting of the British Science Guild, of which Sir William Mather is President, will be held at the Museum House on May 22, and Sir William will preside in the evening at the dinner at the Travellers. He is chairman of Messrs. Mather and Platt, of Manchester, and was formerly M.P. (Liberal) for Salford and other Lancashire Divisions. He has done much for technical education. — [Photograph by Lefevre, Dublin.]

## SCIENCE JOTTINGS.

WARMTH, FOOD, AND CLOTHING.

CIVILISATION has a good deal to answer for, and in nothing so much, perhaps, as in the unequal distribution of food. While the well-to-do—or, to use a phrase recently employed in the House of Lords, the "comfortable"—in this country are perpetually told by their medical advisers that they eat too much, a large proportion of the proletariat, numbering not less than ten millions of souls, are within measurable distance of starvation, or habitually eat too little. The remedy for this state of things is outside the scope of these columns, but an important factor in the problem beyond the mere supply of food is not.

Now the quantity of food necessary to support life has long been ascertained, and forms the basis of the dietary scales used by the State in prisons and workhouses. We know that food can be divided into proteins on the one hand, and fats and carbohydrates on the other, while a certain supply of mineral salts and water is also necessary for man. Moreover, all vegetarian and other "crank" theories to the contrary notwithstanding, it is reasonably certain that all these five elements must be present in a man's daily food if he is to keep his health and do hard work in temperate climates. If one wanted further proof of this, one might find it in the instance of omnivorous animals such as the dog, who can live and thrive on either a flesh diet or on one consisting mainly of carbohydrates, but show marked difference of temperament in the two cases. Yet we are often told, and with perfect truth, that in other countries—such as Egypt, India, and China—men will do as hard work as any Europeans do in ours on a mere handful of carbohydrates and a great quantity of water daily without suffering in health. How is this apparent inconsistency to be explained?

The answer is that in these countries the insufficiency—as it seems to us—of the food taken is



—PHEASANT FEEDING REGARDING THE USE OF CHAIRS IN ANTIQUITIES—

made up by the heat supplied from external sources. Energy probably of all kinds, but certainly energy of the muscular kind, can be expressed in terms of heat, and one of the chief uses of food is to supply this heat. The human body is, in fact, like a furnace so far as certain elements in its food are concerned; and the carbon taken in through the mouth is burned in it as thoroughly as—though, of course, much more slowly than—it would be in a clear fire. It is within the experience of everyone that one not only feels more hungry, but absolutely requires more food, in cold weather than in hot, and the only reason that can be assigned for this is that, when the temperature of the air falls below a certain level, the body derives no heat from sources outside itself.

## NATURAL HISTORY



SIR FRANCIS HOPWOOD,  
F.R.S.

Sir Francis Hopwood has just joined the General Board of the National Physical Laboratory, in succession to Sir Arthur Blyden. Sir Francis is Additional Civil Lord of the Admiralty, and has been Under Secretary for the Colonies and Permanent Secretary of the Board of Trade. Some years ago he founded the Hospital and Medical Service for the Canadian and Newfoundland Seamen, and he has served on various Royal Commissions. — [Photograph by Elliot and Fry.]

if the organism could be maintained in a state of perfect rest, the whole of this would be converted into a quantity of heat which he calls its "functional heat." But in a warm-blooded animal some part of this heat is lost as soon as it is produced, its amount varying with the temperature of the organism itself,

which, at its surface, varies with that of the surrounding atmosphere. Hence, with the Bengalis, with whom he seems to have been experimenting, he finds that the food they require is no less than three times as great when they are working in a temperature of rather over 60 degrees Fahr., as when they are in what is, to them, their normal atmosphere of 70 degrees,

It follows from this that the heat required for the proper working of the organism can be in part supplied from external sources, and the question is how this can best be done. Clothing is, of course, the first means that occurs to us; but by relying much upon it we lose nearly as much as we gain. All that clothing can do for us is to retard the loss of heat from the surface of the body—or, in other words, to make the heat stored up therein last longer and do more work. But unless the body can remain the while absolutely motionless, this is open to the objection that the clothing has to be moved along with the body, and every ounce added to the clothing therefore means an additional ounce to the muscular work required of the organism. It seems to follow, therefore, that it is only by raising the temperature of the surrounding atmosphere that the quantity of food necessary for work can be appreciably lessened. How this is to be done is another matter, but it is probable that the time is not far off when we shall have to abandon our English habit of open fires and depend more and more on the system of central heating for our dwelling-houses and workshops. Now that the

"housing of the poor" is likely to be made a political—or at any rate, a municipal—question, this should not be lost sight of. It may easily turn out that warmth is of nearly as much importance as food if good work is to be done.

F. L.



1. PLACING THE LANTERN-LIKE CAP CONTAINING SPECIAL FIRE IN POSITION AFTER THE MESSAGE HAS BEEN PUT IN THE CYLINDER.

2. PUTTING THE SPECIAL FIRE INTO THE CAP.

A DESPATCH-CASE WHICH GUIDES WATCHERS TO IT WITH SMOKE BY DAY AND WITH FIRE BY NIGHT;  
A MESSAGE-CARRIER FOR DROPPING FROM AEROPLANES IN FLIGHT.

Arguing that at present, at all events, "wireless" need to aeroplanes is of comparatively little use, M. Paul Fagnant, a French aviator, has invented an ingenious case in which despatches can be dropped from flying-machines in flight without danger of the messages being blown away by the wind, or being lost in mud, dust, high grass, or heavy foliage. The apparatus consists of a hollow cylinder whose point is loaded so that the pin T may always strike the ground. The message is placed in the body of the cylinder. The point T passes freely through the lead, and on striking the ground compresses the spring P, which sets in motion a lever, which drives upward the firing-pin B so that it strikes a cap of mercury fulminate at the end of the tube U. The spark thus caused goes through U and ignites Bengal fire held in C, the lantern-like top of the cylinder, with four windows. The bright Bengal fire which flares up can be seen not only at night, but, thanks to its smoke, in the daytime. It burns long enough for a soldier to reach it from a distance of 200 yards.

Reproduced by courtesy of the "Scientific American."

M. Louis Lapicque has lately given facts in support of this in a communication made to the French Académie des Sciences. The vital functions of an animal, he says in effect, require the combustion within a given time of a given quantity of food, and,





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## LITERATURE.

"Norman Angellism."

In "The Foundations of International Polity," by Norman Angell (Heinemann), we have a further instalment of the political doctrine which bears the somewhat clumsy title of "Norman Angellism." Its value is discounted by the fact that it is made up of a series of addresses given on various occasions, several of the articles going over practically the same ground. The author seeks to link them together, and thus set forth the broad foundations of his international polity, but the unavoidable repetition and overlapping hamper him. Nevertheless, we have an interesting collection of dissertations on the general principles of pacifism, on the moral and material factors in international politics, credit and international relations, military force in modern statecraft, and an instructive note on the "International Polity Movement." How far the policy of "Norman Angellism" will be advanced by this book is not easy to guess. It exaggerates many of the old faults which mar the doctrine; and, instead of making for clarity, the author cultivates mannerisms which must prove irritating to many people. Boiled down to its simplest form, his argument is that war is futile because it confers no material advantages on the victors; and in cold, mercantile terms he measures up the disadvantages of war. Were war merely a commercial enterprise or a mercenary form of statecraft, it would not be very difficult for him to convince people of its futility, and they would not risk their lives freely on such a poor speculation. Mr. Angell declares that he is a pacifist not because of the physical suffering war involves, and perhaps it is in failing to estimate the poignancy of this suffering that he fails likewise in understanding the passions and instincts which create war. Assuredly the fighting habit will never be eliminated for the reason that bankers and stockbrokers point out the unprofitableness of war. The lusts of blood and adventure, the clash of wills

and aims, the pride of race and of physical strength, the enmity of humdrum existence—these and many other influences stir up the instinct of conflict. War will be possible as long as men and women breed fighters; and, failing war, we shall have rebellion, riot, and "civil commotion" to prove that man is a passionate, full-blooded creature, exuberant, illogical, adventurous, and emotional.

in France have played a more prominent part in the affairs of their country. Owners of vast estates in Poitou and Brittany, the La Trémouilles were as kinglets in western France; successive heads of the house, by virtue of personal qualities and judicious marriage, in course of generations increased their influence and power till, in the seventeenth century, the reigning Duke could assert claim to the crown of Naples. It is a remarkable procession the author marshals before us: the rapacious Georges, first of the great "tax-farmers"; Louis, who married a Princess of the blood royal; Claude, who became one of the Twelve Peers; the heroic Prince de Talmond, leader of the Vendéens, who died on the scaffold. Almost equally remarkable were the women of the family. The lady who most directly appeals to the imagination of English readers is Charlotte, that Countess of Derby who displayed the spirit of her ancestors in her stout defence of Lathom House against the Roundheads in 1644. But the most famous among them was Marie Anne, the widowed Princess Orsini, who, of sheer ability and force of character, practically ruled Spain through Philip V. The history of the La Trémouilles is representative of that of many great French houses. Their power rested on the fidelity with which they upheld the traditions of the feudal system. While the head of the house resided on his estates, discharged the functions of local law-giver and social leader, his place was secure; absence on warlike expedition or on State business was expected and approved. Decline came when the head of the family began to seek self-advancement in Paris. Dependents and vassals would not brook forced labour and similar exactions on behalf of an absentee; and it is eloquent of the feeling that gave rise to the Revolution that Thouars, the town dominated by the great castle of the La Trémouilles, should have been among the first to found a Jacobin club. The end came when the Sans Culotte Government executed the two surviving La Trémouilles and seized their estates. The book is a valuable contribution to the history of France.



TWELFTH-CENTURY ECCLESIASTICAL REMAINS EXCAVATED AT DOVER: THE FOUNDATIONS OF A CHURCH OF THE KNIGHTS TEMPLARS RECENTLY DISCOVERED.

Some remarkably interesting excavations have recently been carried out on the western heights at Dover, under the direction of the Office of Works. There have been discovered the foundations of a small church of the Knights Templars dating from the twelfth century. As the photograph shows, the base of the original flint walls has been laid bare. The site has been drained and tilled.

Photograph by C.N.

**A Remarkable Family of France.**

Miss Winifred Stephens is well within the mark when she says of the family whose history she traces "From the Crusades to the Revolution" (Constable) that few, if any,

been among the first to found a Jacobin club. The end came when the Sans Culotte Government executed the two surviving La Trémouilles and seized their estates. The book is a valuable contribution to the history of France.



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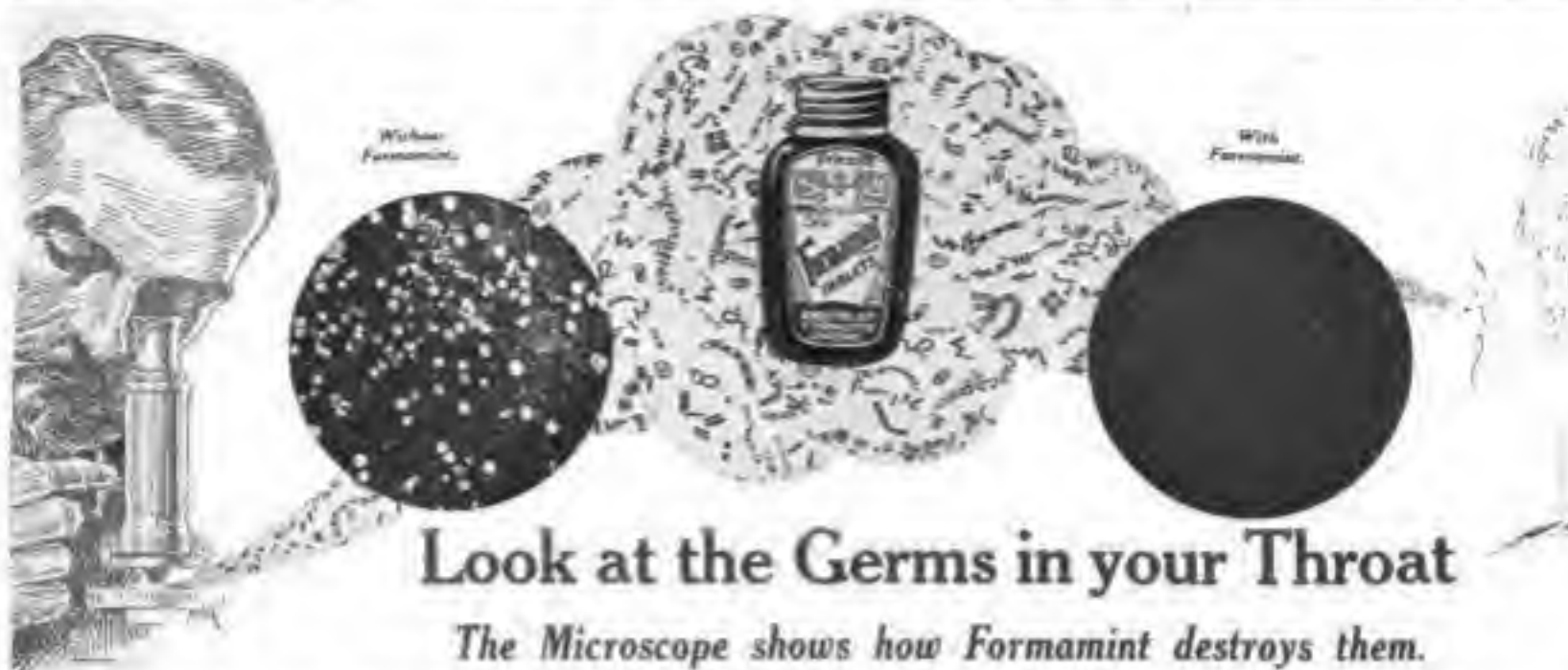
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## MUSIC.

THE visit of the Sheffield Musical Union to the Queen's Hall on Saturday last roused great interest in musical circles, and although the train from the north was late, this unpunctuality accounted for the eleventh-hour addition to the programme of the "Leonore" Overture No. 3. For the rest, we had the "Song of Destiny" by Brahms, the Bach Cantata No. 12, and the Choral Symphony. To fulfil such a programme after a long and tiring journey was a great undertaking for any choir, and it is hard to believe that any one of the famous ladies of singers from the North of England could have done better. In the opinion of his most accomplished critics, Brahms never wrote anything finer than the "Schicksalslied." It was composed on the crest of a creative wave perfect in its musical contour, clear to the simplest understanding, gracious and melodious, and filled to the brim with the quality that for lack of more precise definition we are content to call inspiration. Nothing that Brahms wrote stands upon a higher plane; the

"Song of Destiny," regarded as an artistic utterance, was the supreme effort of his career.

The choir from Sheffield sang magnificently here, and the orchestra justified its reputation. The soloists in the Bach cantata and Beethoven symphony were not heard to very great advantage; Miss Phyllis Left was the most successful. It may be mentioned here that the next Symphony Concert will be given on April 15, when the symphony will be Schubert's "Unfinished," and Kreisler will play the solo part in the Brahms Violin Concerto in D.

The Classical Concert Society brought a very interesting season to a close last week, when the concert was given by the English String Quartet, and Miss Mariel Foster—who should have received by now the Gold Medal of the Philharmonic Society—was the soloist. It is interesting to find Mr. Frank Bridge and Mr. Percy Grainger taking their place by the side of Haydn and Brahms, and holding it. There was

no better appreciated item on the programme than Mr. Grainger's "Molly on the Shore." Miss Mariel Foster's singing afforded ample occasion for regret that she is not heard more often in public. It would be hard to find an English singer who is her equal as an interpreter of the songs that matter.

On April 6 Mr. Cyril Scott will give a concert of his own compositions at Bechstein's, and will play the piano part in his new "Pantomime Quintet," in which he will be assisted by Mr. Nandor Zolt, Mr. Tertis, Mr. Truwell, and Lady Speyer. Although most of Mr. Scott's compositions are still as caviare to the general public, he has a following, and it tends to increase. Some of us may have found that he is rather addicted to commonplace utterance in a novel form.

M. André Messager, whose new opera, "Béatrice," based upon the story that provided London with "The Miracle," has been produced successfully at Monte Carlo, was for many years a familiar figure in town. As "artistic director" at Covent Garden he served the Grand Opera Syndicate well, and as the composer of "Les Petites Michus" and "Véronique" he captured the English ear.



A SOUVENIR OF THEIR MAJESTIES' VISIT TO MESSRS. CAMMELL LAIRD AND CO.'S WORKS: A GOLD TRAY PRESENTED TO THE QUEEN, SHOWING IN RELIEF H.M.S. "AUDACIOUS," THE BATTLESHIP RECENTLY BUILT BY THE FIRM.

The presentation of the tray to her Majesty was made by Mrs. G. J. Carter, wife of the Managing-Director.

It may be remembered, too, that in the far-off days when the Palace Theatre was striving to be the Royal English Opera House his "La Basche," transplanted from the Paris Opéra-Comique, was heard with pleasure by thousands. M. Messager is an extremely skilled musician, and it is to be hoped that "Béatrice" will get a hearing in London.

Mr. Leo Ornstein, who gave a pianoforte recital of Futurist music at the Strinway Hall last week, is a clever young man in a hurry. His unconscious or super-conscious reason has translated certain emotions into sounds, he tells us, and it is to these sounds he invites the public to listen. He has received impressions from Notre Dame and from the Thames, and his translations are "futurist." One cannot help thinking that all composers have translated emotions into sounds, and that Mr. Ornstein has not added to the developments of music by doing the same. The chief difference between Mr. Ornstein and the composers whose work pleases us is that the latter had a certain regard for form.



THEIR MAJESTIES AT BIRKENHEAD: THE ROYAL MOTOR ENTERING THE GATES OF MESSRS. CAMMELL LAIRD AND CO.'S WORKS.

During their recent short tour to the North, the King and Queen visited the Works of the famous ship-builders and engineers, Messrs. Cammell Laird and Co., at Birkenhead. Over the ornamental arch at the entrance was a figure of Britannia with a model battleship on one side of her and a model liner on the other. At a table within the yard, Lord Derby presented to their Majesties the Chairman of the Company, Mr. W. L. Mathew, the Deputy-Chairman, Colonel W. Nicholson, and the Managing-Director, Mr. G. J. Carter. (Photo. Alfred.)

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## THREE NOVELS.

IT is not easy to say something that has never been said before, and to say it in a manner new and striking. On the other hand, it is easy enough to be a contortionist, and to imagine that originality and literary agility amount to much the same thing. The great writers—the really great writers—did not trouble themselves about being original. Shakespeare made over other men's plays; Chaucer swept up a good story as he found it; Homer, according to Mr. Kipling, winked at the common folk as he sang to them the tales of their forefathers. There were no Futurists in those simple days, and Futurism is beginning to invade the printed page. Mr. James Elroy Flecker spends ingenuity on writing "The King of Alesander" (Max Goschen). It is a fantasy so passionately fantastic that it is almost unreadable. Mr. Flecker has gone out of his way to be original. He begins with a village shop, where sits the handsome young grocer, the object that would probably most astonish a gentleman of culture on entering the shop. This is a large and fine reproduction of Holbein's portrait of Georg Giese. The young merchant, robed in delicate silk and velvet, and surrounded by keys, quadrants, scissors, maps, and ledgers, was obviously meant to be the tutelary deity of the house; indeed, as a set-off to the flowers that stand on the painted table, Norman had placed a large bowl of carnations on his counter. The soulful grocer, fairy-born, is the obvious contortion, the somersault to entice the crowd inside the booth. He is superfluous, because Mr.

Flecker's talent would have secured attention without so much advertisement. When Mr. Flecker can forget how clever he is, and how much poetry informs his text, he will write a better book than "The King of Alesander."

Mark Somers, whose masculine name goes rather badly with a feminine style, does not open "The Bridge" (Fisher Unwin) with somersaults. He probably, and

with it. There is the germ of a popular novelist in Mark Somers. The book is at its best when it describes the soul-sickness of a young girl married to a man she does not love, and face to face with the fact (so often and strangely overlooked by heroines in drama and fiction) that widely obligations include more than making tea and looking pretty. Margaret Denham goes out to India to marry

Rex Wade, in the curious state of ignorance alluded to above. She has shocks, and the shocks are very well done. This is the part of "The Bridge" that counts. The rest is scenery, and conventional situations and characters, and far, far too many adjectives.

"Down Among Men" (Hodder and Stoughton) is big-voiced and blustering, and American. It is the romance of a war-correspondent who fought against odds, and who went through the waters of adversity. The poignant development at the end of the book is surprising, for at first, to tell the truth, the reader is overpowered by the noise about John Morning's "story"—his account of the battle of Liangyang. It appears to matter so enormously to all the people in the book, and to Mr. Will Levington Comfort, the author, that the great American public should get the story—to matter so much more than it should. Why should it be a question of life and death, to Morning or any other solerounded person? Would one citizen of the United States suffer a vital deprivation if he heard late about Liangyang, or if he never heard about it at all? The truth must be that Pressmen have a faulty sense of proportion, though far be it from us to push this home to Mr. Comfort, whose exuberance has produced an exhilarating book.



A WATER FUNERAL FOR THE VICTIMS OF THE RECENT SHIPPING DISASTER AT VENICE: THE PROCESSION OF BOATS BEARING THE COFFINS.

Nearly fifty people were drowned at Venice, when a small passenger-steamer, crowded with people, going between the island Lido and the Riva degli Schiavoni, was run down and sunk by an Italian torpedo-boat. The accident is alleged to have been caused through the man at the helm of the steamer taking his attention to a passing hydroplane. Among the drowned were two English ladies, Mrs. and Miss Drake, the Russian Vice-Consul, M. Markovitch, and an Italian Naval officer, Lieutenant Rossi, who lost his life in attempting to rescue others.

properly, considers them unlikely. "The Bridge" is a first novel. It would not be difficult to pick it to pieces, but just because it is more tempting to dash than to command, the vicious reviewer must needs deal gently

with it. There is the germ of a popular novelist in Mark Somers. The book is at its best when it describes the soul-sickness of a young girl married to a man she does not love, and face to face with the fact (so often and strangely overlooked by heroines in drama and fiction) that widely obligations include more than making tea and looking pretty. Margaret Denham goes out to India to marry

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## LADIES' PAGE.

PARLIAMENT evidently is about to pass a new sumptuary law—one to prohibit the use of certain birds' feathers as trimmings on ladies' hats. No opposition seems to be raised so far as the feathers that are obtained from wild birds are concerned. Mr. Wason, however, brought down on himself quite an avalanche of opposition by proposing to touch the profits of a large trade. In his ignorance, he proposed to include the plumes of the ostrich in this embargo. He was forthwith made aware that "the export trade in ostrich feathers is the second largest industry of South Africa"; and then he discovered that there is no cruelty in taking the tail plumage of the birds in this case. Probably there is no cruelty in most of the other cases, except so far as the infliction of death is considered such; and the killing of a bird in order that women may wear its smart plumage for decoration is surely no whit more cruel than dealing death to the barn-door fowl in order to eat it for dinner. Indeed, at least three-quarters of the gentlemen in both Houses of Parliament who are about to order women to leave off wearing the feathers of certain birds will themselves be fresh from killing with their own hands hundreds or thousands of birds; birds, too, which are first almost tamed—which are allowed unchallenged to come and sit on the lawn outside the dining-room window, and follow the keeper for their food, regarding him as a friend, till he suddenly reveals himself as a treacherous foe, driving the poor birds who thought themselves his protected pets up to the deadly cruel guns of Members of Parliament and noble Lords who are now busy making a law protecting other birds from being killed for women's adorning. Well, well, 'tis an odd world, my masters!

But see what a lucky thing it is to be very pretty! As the poet (or is it some poetess?) sings so pathetically—

Oh Beauty! most desirable  
Of all the gifts at birth;  
Oh Beauty! in my nursery  
Alas! I learned thy worth.

The gaudy parrot, the dainty little bird-of-paradise, the snowy-crested osprey, the showy-tailed gaura, and other ornithological beauties—their little lives occupy the attention of the British Legislature at this crisis in the nation's affairs, merely because of their gaudy colours and fine heads; while for the barn-door fowl and the pheasant there is no pity. Women generally will really not mind if this law passes, no doubt. The milliners can deck our hats well enough with the feathers of the ostrich and the home birds, with ribbons and flowers and beads. All the same, perhaps it is really rather cool for a masculine Legislature to undertake to regulate women's dress.

It is no new thing for laws to be made to govern costume; quite the contrary; this has always been a subject on which social dictation has been attempted by law-givers. As a rule, these sumptuary laws have been directed to the attire of men as well as women, and were class legislation, pure and simple. The noble war to be



THE NEW DRAPERIES.

This spring frock in soft woolen material shows the latest arrangement of skirt draperies. The belt is black satin, the bodice and bodice collar white silk mousseline, and the tail of two-coloured dress with feather accents.

at once distinguished from the commoner, the rich from the poorer orders. Occasionally, however, earlier law-givers took the course on which the House of Commons has embarked in this year of grace, and fulminated against the little vanities of women only. Thus, that dour generation of Scots whom poor Mary Stuart nominally governed passed a law (in 1567) that "No woman shall adorn herself with dress above what is appropriate to her rank." There was quite a woman's revolution in Rome in 215 B.C., when one Oppius, a tribune of the people (a Labour Member, that is) got a law passed that "no woman may possess more than half an ounce of gold, or wear a parti-coloured garment, or ride in a chariot in any town occupied by Roman citizens." "Intense bitterness," we are told, was caused by this attack on woman's privileges. The Roman matrons became canvassers for votes; they held indignation meetings, both public and private; they gathered in vast crowds and went to surround the houses of the tribunes who were against them (for all the world like the Suffragettes of to-day in Downing Street); and finally they won their cause, and the obnoxious law was repealed. As the tribune who spoke for them well observed: "Why should men grudge women their ornaments or dress? They cannot hold offices, or priesthoods, or win triumphs; in public occupations they are allowed no share. Surely, then, men should allow them their own way in ornament and dress."

Some dinner-parties have been given in London at which coloured wigs have been seen, but they are much more talked about than purchased. They are complete wigs, concealing the wearer's own hair entirely, and arranged in fashionable style. They are costly, because built of the finest natural hair with a wave in it; but, so far as appearance goes, they are not so weird as might be supposed, for the effect is not greatly different from that of some of the close-fitting hats of the day which hide all the wearer's own hair. A pale-blue wig on a blonde woman with a delicately beautiful complexion was really very becoming. A purple one was not so favourable to the skin, but was rather "taking" in effect all the same. In Paris, some young women have accentuated the bizarre note of scarlet or green wigs by having animal and insect forms painted on cheeks and bare necks and chests; flies, butterflies, lizards, even snakes, have been thus *appliqué* to the skins of fair dames, and have secured the main object—to make everybody notice the persons so curiously and doubtfully adorned. But such eccentricities are not likely to rise to the proportions of a fashion. A mode partially exploded last season that is extended and grown almost universal amongst smart costumes is the open-cut neck. Collars are either non-existent or are in the Medici form, rising at the back of the head and in front passing into a cut-open corsage edge. Even serious materials, as one may call blue serge, for instance, submit to this cut-open front rule. "Les décolletés du jour," in short, are established in favour, and on fairly young and pretty people the effect will be found pleasing enough, especially in the summer weather for which the new dresses are hopefully planned, when the cool appearance of the uncovered throat will be in keeping.

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examined by a medical  
man and was found to  
be in perfect health."

Another parent writes:

"My baby was  
examined by a medical  
man and was found to  
be in perfect health."

### The National Physical Welfare £1,000 Competition



A REMARKABLE TRIBUTE TO  
**The Allenburys' Foods**

The Simplest and Best Method of Infant Feeding

## DINING ROOM FURNITURE



AN ELABORATELY CARVED  
COURT CUPBOARD  
STYLE OF THE XVIIIth  
CARRIAGE PAID CAT

**MAPLE & CO**  
TOTTENHAM COURT ROAD  
PARIS BUENOS AIRES M



## EASTER RAILWAY ARRANGEMENTS.

It is announced by the Great Central Railway Company that passengers who book early in advance by their Easter express excursions will have a seat reserved for



A PRIZE THAT WAS WON BY DUNLOP FOR HIS MASTER: THE 1913 GRAND NATIONAL TROPHY.

The Cup is of silver, and the handle and mounting bear a design representing laurel leaves. On the shield borne by the winged figure with the ribbon is the inscription, "Grand National Trophy, 1913." It was designed and made by Messrs. Elkington and Co., Ltd., of Liverpool (also of London, Birmingham, Manchester, and Glasgow).

them without extra charge on the trains leaving Marylebone on Thursday, April 9. This will avoid all overcrowding, and obviate the necessity of rushing to the station a considerable time before the train's departure to secure a seat. Full particulars of this special arrangement, also of week-end tickets, frequent day and half-day facilities to the picturesque villages of the Chiltern Hills, Vale of

Aylesbury, etc., low fares for walkers and cyclists available from Marylebone by any train on any day, are contained in the Easter Programme, copies of which can be obtained at Marylebone Station and agencies, or by post from Publicity Department, 216, Marylebone Road, London, N.W.

In the Easter programme of the Great Northern Railway Company, just published, will be found a very comprehensive list of excursions. For example, on Thursday, April 9, a special express excursion for five, eight, or eighteen days will be run to Edinburgh, Glasgow, Dundee, Perth, Aberdeen, Inverness, etc., and light refreshments at the usual charges will be provided; also on April 9 express excursions will be run for five, six, or eight days to many stations in the North-Eastern District, Yorkshire, Lancashire, Derbyshire, Nottinghamshire, Lincolnshire, and Norfolk. Week-end tickets usually issued on Fridays and Saturdays will also be issued on Thursday, April 9, whilst Saturday-to-Monday tickets will be available for return on Tuesday, April 14, in addition to the Sunday and Monday. The full programme of all Easter excursions to 300 stations can be had at any Great Northern station or office, or of the Superintendent of the Line, Dept. 34, King's Cross Station, London, N.

Easter excursion tickets, available for fifteen days, will be issued by the South-Eastern and Chatham Railway to Paris on Thursday, April 9, by special services leaving Victoria (S.E. and C.H.) at 1.40 p.m. via Folkestone and Boulogne, and at 3.30 p.m. via Dover and Calais. Other Continental trips include a special service to the French Riviera, via Dover and Calais, by which cheap tickets to Cannes, Nice, Monte Carlo, Menton, etc., will be issued. Cheap return tickets, available for eight days, will be issued from Charing Cross to Boulogne from April 8 to 13, inclusive, between which dates the Casino at Boulogne will be open. There will be an open golf machine at Le Touquet from April 10 to April 14. Cheap tickets will also be issued to Brussels, and to Amsterdam and other Dutch towns. For those who prefer to spend their Easter holidays in the South-East of England, the special week-end tickets are very convenient. Full particulars of the Continental and Home excursions, etc., are given in the special Holiday Programme and Supplement, to be obtained at any of the Company's stations or agencies.

One of the most striking of recent posters is the new comic map of London, executed by Mr. MacDonald Gill for the Underground Railways. It is a large pictorial map of the Metropolis, showing the chief streets and buildings, the parks and the

river, and the Underground stations. It is crowded with detail of a humorous character, the peculiarities of every district being happily parodied, and it forms an abundant source of amusement. Passengers on the Underground lines almost wish they had longer to wait at the stations when they become interested in this most entertaining poster.

It is announced by the South-Eastern and Chatham Railway that the Calais-Rile express, composed of first and second class corridor carriages and dining and sleeping cars, is now running in connection with their new 4.30 p.m. service from Charing Cross on Wednesdays and Saturdays, and will run on every week-day from May 1. From the latter date it will be greatly accelerated, especially so far as its Italian connections are concerned, and the arrival time at Milan will be three hours earlier than formerly.



PRESENTED TO THE QUEEN BY MESSRS. LEVER BROTHERS ON THE OCCASION OF THEIR MAJESTIES' VISIT: A CABINET CONTAINING AN ALBUM OF VIEWS OF PORT SUNLIGHT.

When the King and Queen, during their recent tour in Cheshire, visited the famous soap works and model village of Messrs. Lever Brothers at Port Sunlight, the cabinet and album shown above were presented to Her Majesty as a souvenir of the occasion.

## SOUTH EASTERN &amp; CHATHAM RY.

## EASTER ON THE CONTINENT.

CHEAP FARES from certain London Stations.

Destination.	Days Valid.	Return Fares.
PARIS (via Calais or Boulogne)	15	50/4 20/11 30/—
BOULOGNE	3	20/— 14/—
BRUSSELS (via Calais or Boulogne)	15	50/3 20/10 30/—
AMSTERDAM (via Friesland)	15	44/9 20/11 —
CALAIS	3	24/— 15/6
COCHESCA (AJACCIO)	25	31/6 20/8 30/0
OSTEND	8	31/10 23/10 15/9
FRENCH RIVIERA (via Calais)	37	— 132/—

## EASTER IN THE GARDEN OF ENGLAND.

Return Fares.	Before Paris.
10/— 4/6 1/2	10/— 4/6 1/2
Bexhill 14/— 10/8 8/—	Martin Mill 14/— 10/8 8/—
Birmingham 15/— 11/— 8/—	Ramsgate 15/— 11/— 8/—
Broadstairs 15/— 11/— 8/—	Rye 15/— 11/— 8/—
Canterbury 14/— 10/8 8/—	St. Leonards 14/— 10/8 8/—
Deal 14/— 10/8 8/—	Sandgate 14/— 10/8 8/—
Dover 17/6 12/6 9/—	Seasview 17/6 12/6 9/—
Folkestone 17/6 12/6 9/—	Tunbridge Wells 17/6 12/6 9/—
Hastings 14/— 10/8 8/—	Walls 14/— 10/8 8/—
Herne Bay 14/— 10/8 7/—	Walmer 14/— 10/8 7/—
Hythe 17/6 12/6 9/—	Westgate 17/6 12/6 9/—
Littlebourne 16/— 12/— 9/—	Whitstable 16/— 12/— 9/—
Margate 15/— 11/— 8/—	Town 15/— 11/— 8/—

WEEK-END TICKETS TO THE ABOVE STATIONS AVAILABLE BY ANY TRAIN (Main and Boat Expresses, excepted) from LONDON and certain Suburban Stations on April 9th, 10th, 11th and 12th, available for return up to April 14th, inclusive, but not on day of issue.

DAY AND HALF-DAY EXCURSIONS ON GOOD FRIDAY, EASTER SUNDAY, and EASTER MONDAY from LONDON to certain Seaside and Country Stations.

CRYSTAL PALACE (HIGH LEVEL) on EASTER MONDAY. Cheap Return Tickets (including admission) from London.

For particulars of Excursions, Attention to Train Services, etc., see Easter Holiday Programme, obtainable at any of the Company's Agencies or Stations.

FRANCIS H. DENT, General Manager.

# Hooping-Cough

ROCHE'S

Herbal Embrocation will also be found very efficacious in cases of BRONCHITIS, LUMBAGO, AND RHEUMATISM.

## EASTER TRAVEL BY G. N. R.

### KING'S CROSS STATION.

#### QUICKEST ROUTE TO

Grimsby, Wakefield, Leeds, Bradford, Halifax, Huddersfield, Hull, Harrogate, Newcastle, Edinburgh, Perth, Aberdeen, &c.

Week-End Tickets (Friday to Tuesday) will be issued on Thursday, 9th, and Saturday to Monday Tickets will be available for return on Tuesday, 14th April.

Restaurant-Cars on principal day trains. Sleeping Cars on most of night trains.

Excursions at suitable times and for convenient periods will be run from King's Cross to over 500 stations on Thursday, 9th, including bookings to Edinburgh, Glasgow, Perth, Dundee, Aberdeen, Inverness, etc., for 5, 8, or 18 days, and to the principal stations in the provinces for 5, 6, or 8 days.

#### EXCURSION AND TOURIST PROGRAMMES

gratis at any G.N. Station or Office, or of Supt. of the Line, Dept. 34, King's Cross Station, London, N.

## TRAVELLING COMFORT

### FOOT'S PATENT "EUREKA" TRUNK.

The bottom is as accessible as the top. Any article can be instantly removed without disturbing the remainder of contents. Ensures perfect order and economises space. No heavy trays to lift. No Crushing. No Confusion. Made in six sizes, with 2, 3, or 4 drawers, which can be divided to suit customers' requirements.

Write for Booklet, "TRUNKS FOR TRAVELLERS," No. 7.

Sole Makers—  
J. FOOT & SON, Ltd. (Dept. T7).  
171, New Bond Street, London, W.



#### SUFFERERS FROM SKIN TROUBLES! DO YOU REALISE

that to go through life tortured and disfigured by itching, burning, scaly and crusted eczemas, rashes, and other skin and scalp humors is, in the majority of cases, unnecessary? Cuticura soap and Cuticura ointment afford immediate relief in the most distressing cases, when the usual methods fail. They have also proved most valuable for the treatment of pimples, blackheads, redness and roughness of the face and hands, dandruff, itching, irritated scalps with dry, thin and falling hair, as well as for irritations and chafings of infancy and for all purposes of the toilet, bath and nursery. For liberal sample of Cuticura soap and ointment sent free with 32-p. Skin Book, address post-card to F. Newbery and Sons, 27, Charterhouse Square, London, E.C.

#### You simply switch

on the light!

#### The "LISTER-BRUSTON" AUTOMATIC ELECTRIC LIGHT PLANT

#### STARTS & STOPS ITSELF

No Engineer & no large battery needed. Nearly 1000 plants in use. Can be seen working daily at 47, Victoria St., Westminster. See REFERENCES, CATALOGUES & PRICES FREE ON APPLICATION TO R.A. LISTER & CO. LTD. DURSLEY, Glos.



Mr. Archibald Downy, Bart., Candover Park, Candover, Hampshire, writes:

"Your Automatic Plant has been in use here for about two years & has given me every satisfaction. The small but very strong & in good order. I have placed it in my study & it gives me no trouble whatever."





The softest and most decorative light for the Dining Table and Pianoforte.

## PRICE'S CANDLES

GRAND PRIZE PARASTRINE SHADE CANDLES,  
for use with Shades that descend automatically.

GOLD MEDAL PALMITINE CANDLES  
for ordinary Dining and Drawing Room use.

PARASTRINE PIANO CANDLES  
are especially recommended for use with shades, and

PRICE'S PIANO CANDLES  
for use without shades.

*Of all Dealers in High-grade Candles.*

PRICE'S PATENT CANDLE COMPANY LIMITED,  
London, Liverpool, Manchester, Glasgow.



# ELLIMAN'S



READ the Elliman E. F. A. Booklet, 75 pp., enclosed in the wrappers of bottles of Elliman's Royal Embrocation for use on animals 1/-, 2/- & 3/6; also READ the Elliman R. E. P. Booklet, 96 pp., illustrated, which accompanies bottles of Elliman's Universal Embrocation for Human Use 1/11, & 2/9.

ELLIMAN, SONS & Co., Embrocation Manufacturers, Slough, England.  
*(All rights reserved.)*

GREE

## Famous GRANDE CHARTREUSE Liqueurs

YELLOW.




THE BEST TABLE WATER.

## VICHY-CÉLESTINS

for disorders of the


# LIVER

Gout Gravel Diabetes Rheumatism and all Ailments arising from Uric Acid.

CAUTION: See that each bottle has a neck label with "VICHY-ÉTAT" and the name of the Sole Agents.

INGRAM & ROYLE, LTD., LONDON, LIVERPOOL & BRISTOL.  
At all Hotels, Restaurants, Bars, Etc.

### The Natural Mineral Water.



THE

# "SWAN"

BEST OF ALL FOUNTAIN PENS.

All Stationers sell "Swan." We maintain in perfect order. Every "Swan" is guaranteed. We allow for other and old pens. We can match any steel pen.

Prices—  
from 10/6



*Catalogue free on request.*  
MARIE, TODD & CO., 79 & 80, High Holborn, London, W.C.

## SMITH'S N° 1 Smoking Mixture

The art of blending fine tobaccos into a fine mixture is a delicate matter only to be achieved by long experience.

Years of patient experiment and careful thought have gone to the making of Smith's No. 1 Mixture, which bids fair to become as famous as the celebrated GLASGOW MIXTURE, the work of the same manufacturers.

The lighter flavour of the Virginian leaf and the richer quality of Latakia have been very carefully balanced in this cool and pleasant tobacco.

2oz. Lead Pkts. 1/3  
4oz. Oval Tins 2/6  
4oz. Airtight 2/6  
8oz. Oval Tins 5/-

*If your tobaccoist does not stock it, ask him to procure it for you.*

Smokers from Scottish  
Fetters—  
"Jeremiah  
Christie."





## THE CHRONICLE OF THE CAR.

## A Matter of Control.

It is rather difficult to understand, in these days of the almost universal vogue of motoring, why those in authority will persist in regarding speed-limitation as the one and only measure worth anything in the problem of the safety of the streets. Let a series of accidents happen, of a nature likely to arouse a certain amount of public resentment, and we immediately have an outcry against motoring and motorists, backed with the inevitable suggestion that it is time still more restrictions were placed upon speed. Now it might have been thought that, as nearly everyone nowadays has something more than a passing acquaintance with the car and its capabilities, the elementary fact had been grasped that speed by itself does not necessarily mean danger, and that dangerous driving may happen equally at five miles an hour or fifty. This is an aspect of the case which I have urged on more than one occasion in this column, and I should not trouble to press the point again only that I have seen a lot in the public prints lately bearing on this subject and urging that more speed-restrictions are necessary, particularly in London.

If only these advocates of speed-restrictions would take the trouble to look at all the evidence, I do not think they would be so ready to jump to the conclusion that therein lies the one and only remedy for street dangers. If we look, for instance, at the attitude of the police, who may be supposed to know at least something about the matter, we find that they are absolutely against speed-limits, and invariably express themselves as being content with the ample powers they possess for dealing with really dangerous driving. They make the valuable point that it is congestion more than speed that makes for danger, and, all other things being equal, the faster the traffic can be passed through the streets the less the danger to everyone. I pass over the other police argument that special limits are almost impossible to enforce in crowded areas, because that has no relation to danger. Now, as I have pointed out, it is congestion which all the statistics go to show is the principal cause of accident; but the report of the London Traffic Branch of the Board of Trade argues that, after congestion passes a particular point, it actually makes for greater safety, and takes the City of London as an example. I do not want to join issue with an eminent authority as Colonel Holland, but I think that this argument wants careful examination before it can be accepted as gospel. Certainly, accidents in the City occur in a far lower proportion to traffic mileage than in any other part of London, but I do not think it is safe to



TOURING IN WALES WITH A (15-20 H.P.) WOLSELEY TORPEDO-PHASTON, CLIMBING THE HILL AT DELANDY FALLE.



A WELL-KNOWN FRENCH ACTRESS AND HER NEW CAR: Mlle. Mistinguett in her latest 15-20 H.P. Peugeot Coupé.

predicate that this is in consequence of the greater traffic congestion within the City area. Rather do I think it arises from the admittedly better control of traffic by the

police. Of course, in justice to the police of Greater London, it must be admitted that the City police have greater powers for dealing with offenders, particularly as regards the separation of the slow and fast traffic streams. However, the recently passed bye-law of the L.C.C. relative to the keeping of the slower components close in to the near side does a lot to put the Metropolitan police on an equality with the City men, and it will be interesting to see whether its working will have any effect on the tale of accidents.

The argument that emerges is, to my mind, that accidents are not primarily connected with speed or speed, but are in direct ratio to the measure of control vested in the police and to the amount of care exercised by each form of traffic, pedestrian as well as vehicular. Certain it is that we shall not appreciably diminish the number of accidents by imposing further limitations on speed—as, indeed, all statistics and records go to show. Argue as we may, we cannot get behind the figures, which indicate that more accidents occur at low speeds than at high.

## A New Rochet-Schneider Model.

Messrs. Rochet-Schneider have just introduced a new "thirty-forty," designed primarily for carrying the fashionable, heavy, closed body for town and fast, comfortable touring work. As is implied by its rating, this new car is a very able vehicle indeed, and during a recent road trial I found it all that the most exacting motorist on the lookout for a car of the class could desire. On the level it is possibly not as fast as some cars of its rated power, though I found on a straight, level stretch of road that it was capable of a speed in excess of sixty miles an hour, which is certainly quite fast enough for most. It is when the car is asked to do "collar-work," though, that its qualities can be best appreciated, for it is a really magnificent hill-climber, and thus is capable of maintaining a very high average speed over give-and-take roads. It is very silent both as to engine and gears, easy of control, and with wonderful acceleration. Moreover, it has all that beautiful ease and delicacy of steering which I have before remarked upon as being characteristic of the Rochet-Schneider in its various models. It is a car which one can drive all day without feeling the least sense of fatigue due to the operation of steering—that tired feeling which in some cars comes over one quite early in the day's run. Messrs. Rochet-Schneider ought to do very well with this latest addition to their list.

"Back to the Road." Readers of these notes may remember that some little time ago I mentioned the record of Mr. Luysester Barwell, (continued on page 579)

# Oakland

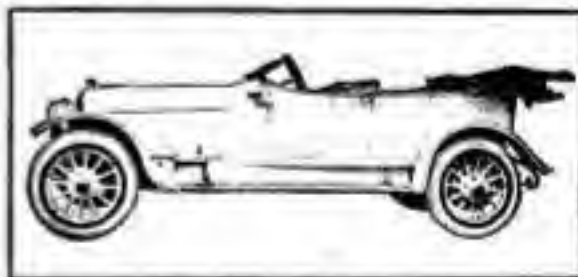
## FOR EASTER TOURING



26 h.p. OAKLAND fitted with Torpedo body, complete with hood, hood cover, screen, dynamo lighting, five electric lamps, horn, spare tyre and spare rim, tyres by a set, pump, jack, and tyre levers. £250

### MANUFACTURERS' DEMONSTRATION CARS AT BARGAIN PRICES.

WE have for disposal these demonstration cars which are guaranteed to be in perfect condition and will carry the manufacturers' usual 12 months' guarantee from the date of purchase.



40 h.p. 6-cylinder OAKLAND fitted with streamline torpedo body, complete with Delco self-starting and lighting system, over 800 x 120, including spare tyre, five electric lamps, £475. Kinston Motor, Ltd.



40 h.p. 6-cylinder OAKLAND fitted with four-seater body, complete with Delco self-starting, lighting, and ignition system, electric lamps, horn, pump, jack, etc. £600

1914 15-20 h.p. 4-CYLINDER, 7-seater body fitted with the famous Delco Self-Starting, Lighting, and Ignition Unit and full modern equipment. Price with all accessories — £325  
2-SEATER — £320  
CHASSIS — £300

OAKLAND MOTOR CAR CO., LTD.,  
169, SHAFTESBURY AVENUE, LONDON, W.C.  
Telegrams: "Oakland, London." Telephone: RUsell 523.



15-20 h.p. OAKLAND fitted with four-seater body, Cape Cart hood, hood cover, screen, dynamo lighting, five electric lamps, horn, pump, jack, tyre levers, petrol pressure installation. £225





20 &amp; 25 h.p. "D" Front Landaulette.

THE Arrol-Johnston Landaulette is the car par excellence for the many occasions when an elegant, comfortable conveyance is in demand.

THE product of a £100,000 Factory, and with high-grade coach-work mounted on a sweetly silent PROVEN chassis, the car is yet sold at a moderate figure, because the money spent goes into the Cars.

BRIEF Specification: To seat six, including driver, and fitted with 4-cylinder Engine (91 x 140 m/m), 620 x 120 m/m Grooved Dunlop Covers, Detachable Steel Wheels, Spare Wheel with Tyre, Electric Engine Starter, Electric Lamps, Horn, Electric Roof Light, etc., price £580.

**ARROL-JOHNSTON, LTD., DUMFRIES.**

London Agents—LONG ACRE AUTOCAR CO., Ltd., 127, Long Acre, W.C.

## ARMSTRONG WHITWORTH



30/50 h.p. LIMOUSINE.

### FOR IMMEDIATE DELIVERY

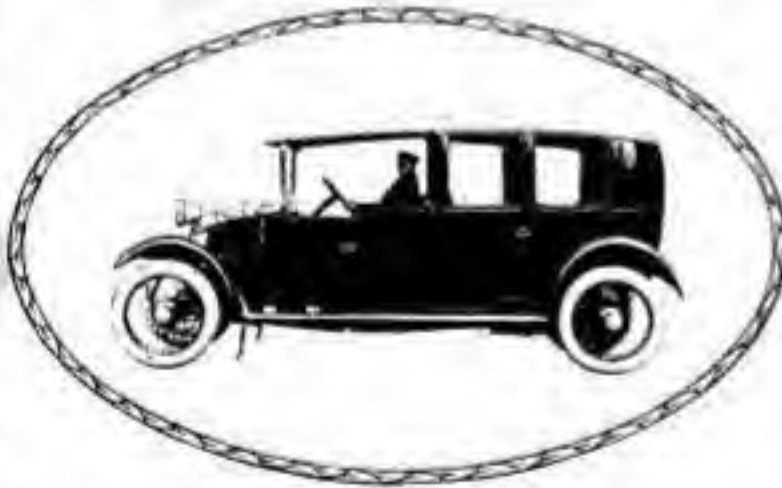
The following magnificent Cars are now in our London Showrooms, and are ready for immediate delivery:—

- 30/50 h.p. Limousine (6-cyl.)
- 30/50 h.p. Cabriolet (6-cyl.)
- 17/25 h.p. Touring Car.
- 17/25 h.p. Landaulette.
- 17/25 h.p. Limousine.

Call and inspect these Cars, or write for 1914 Catalogue.

Sir W. G. ARMSTRONG, WHITWORTH & CO., LTD.,  
183, Blenheim Street, New Bond Street.

Elswick Works: Newcastle-on-Tyne. Manchester: 114, Deansgate.



**F**OR the lover of comfort, for the man or woman who desires to travel in arm-chair ease, unconscious of the engine's beat and free from the jar of changing gears, there is but one car—the Lanchester.

The special form of springing, the silent worm-gearing and the roomy body with wide doors and easy access, afford a comfort unattainable in other cars.

# Lanchester

BIRMINGHAM: LONDON: MANCHESTER:  
Armourer Mills. 95, New Bond Street. 88, Deansgate.

Chassis with tyres and detachable wheels.

- 10 h.p. - £260
- 20 h.p. - £375
- 30 h.p. - £550



### SOCIETY'S CHOICE.

#### THE COURIER 2-SEATER.

The 10 h.p. (R.A.C. Rating) Austin, equipped with Austin-designed and built two-seater body, mounted and mounted on Austin's own selection from standard materials. Victoria hood in canvas, dicker seat for one person, double folding wind-screen, perforated side and tail lamps, Lucas accessories, head-lights and generator, detachable wheels (R10 size), 50 m.p.h., and one seat with play Dunlop tires, metal valances, horns, and lot of more.

£377 10s.

The lasting smartness of Austin cars makes them suitable for the most commanding social function. By the tasteful nature of the various models Austins have earned recognition in the highest circles, where only the finest meets with approval. For the Lady-driver there are no better cars than Austins. Simple and efficient, they make driving for ladies as easy and as safe as for gentlemen.

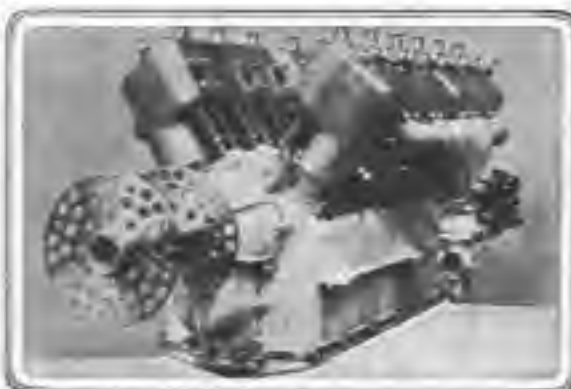
A. SPLENDID  
Conveyance  
FOR LADIES

THE AUSTIN MOTOR COMPANY (1914), LTD.,  
LONGBRIDGE WORKS, NORTHFIELD, BIRMINGHAM.

London: 479 to 483, Oxford Street (near Marble Arch), W.  
Also at Paris, Manchester, and Norwich.



one of the pioneer British motorists, who has not travelled by train for over nine years, all his travelling being done by car. Messrs. Clement Talbot have sent me a most interesting booklet, in which is embodied a summary of Mr. Barwell's journeyings by road, bearing the title which heads this paragraph. In it is set forth the fact that in the nine years Mr. Barwell has motored no fewer than 139,148 miles, of which rather more than 100,000 have been done on Talbots. The first Talbot owned by this motorist of motorists was a 12-h.p. car, which was purchased in 1903 and is still in use. This car has now completed over 85,000 miles, its 1913 record alone being close up to ten thousand. In 1910 Mr. Barwell acquired a 20-h.p. six-cylinder Talbot, whose mileage record to date is rather more than 20,000. It is interesting to remember that the old Talbot was the means of getting Mr. Barwell fined for exceeding the twelve-mile speed-limit before the present Motor Car Act, with its twenty-mile limit, was even passed. And yet the car is still in commission and doing excellent service! Mr. Barwell may well say that if he were the buyer of a new car it would be a Talbot.



MOTIVE POWER FOR HUMAN FLIGHT: A 20-H.P. TWELVE-CYLINDER SUNBEAM AVIATION ENGINE.

and labour should add slightly to the cost of the job, the extra expenditure will come back in the shape of increased mileage.

#### Fifty Miles to the Gallon.

Particulars are just to hand from South Africa of the latest contest for the Siddeley Cup—an annual event held by the R.A.C. of South Africa. It took the form of a trial over a distance of 71 miles, and was won by a 9.5-h.p. Standard car carrying three passengers. A remarkable petrol-consumption record was set up, the car doing 50.7 miles to the gallon, the top mileage, curiously enough, being identical at 50.71 ten miles per gallon. These are really excellent figures, and the whole performance as recorded is a most meritorious one.

#### A New Lock-Nut.

Nothing is more annoying to the motorist than to find nuts shaking loose on his car. True, this trouble does not occur as often as at an earlier date in the history of the car, but I suppose we are all familiar with those few obscure nuts



A LONDON MOTORIST'S NEW CAR OF ELEGANT DESIGN: A 10-H.P. SIX-CYLINDER DAIMLER. This car is fitted with three self-igniting, lighting and ignition apparatus, and with detachable rim. The construction is elegant in design and of high-class quality. The car was supplied recently to Mr. F. T. H. Dawson, of Regent's Park.

#### An Easter Touring Note.

At this season many motorists are preparing for the inevitable Easter tour, and, naturally, tyres will come in for inspection and possibly for retreading. In this connection the Dunlop Company ask me to say that they will accept orders up to Monday noon, April 6, and will guarantee to return the rejuvenated covers before the following Thursday. A special re-treading department has been installed at the company's factory at

Kilburn, and we expect to clear work up quickly in proportion. That is, of course, a welcome prospect from a new tyre. During the retreading, when the rubber has been stripped off, it is immediately found that the casing requires strengthening, and it is good policy to have this done, for although it is inevitable that material



BUILT FOR A CEYLON MOTORIST: A 17-H.P. FOUR-CYLINDER ARMSTRONG-WHEELER. LONG-WHEELBASE TOURING CAR.

Two special accessories made by Messrs. Brown, Hughes and Strickland are of a gold-plated fabric lined with green. The body is strong and with broad lines of gold leaf. The car has a C.A.V. lighting unit and Buellman system.

and bolts that simply will not keep up tight. For the elimination of this trouble many devices have been placed on the market, and now still another has been brought to my notice. This is termed the "Vadlock," which is essentially a double nut of which the lower has turned a collar on socket into which an extension of the upper member is hydraulically pressed. The upper part and its extension carries the thread. When the nut is run on to its thread, the spanner is made to embrace



THE MAHARAJAH OF RUTWA'S NEW CAR: A 10-H.P. CADILLAC. The coach-work is English, and one special feature is the glass, which is tinted to reduce the strong sun-rays when the car is used in India.

# WOLSELEY

"A complete range of high-grade Motor Carriages for every possible purpose."

## THE WOLSELEY 16-20 h.p. CABRIO-PHAETON.

This is a real "double-purpose" car—a compact and comfortable closed carriage, which can be completely transformed, in a minute or so, into a smart torpedo touring phaeton.



#### SPECIFICATION.

16-20 H.P. FOUR-CYLINDER ENGINE—3½ in. bore x 4½ in. stroke. R.A.C. Rating 20.4. Four speeds and Reverse. Tax £6-6-0.

BODY—Flush-sided, in steel, with taper louvers and deep mouldings; all levers enclosed.

HEAD & CANOPY—Best waterproof canvas, integral with body.

TRIMMING—Is best leather to match painting.

SCREEN—Triple-ribbed. Adjustable in any position.

WHEELS—Four R.W. detachable wire wheels, with 820 x 120 mm. tyres.

C.A.V. Electric lighting system, model "E" switchboard and accumulator. Horn and full 1½ of tools.

**Price £580**

### THE WOLSELEY TOOL AND MOTOR CAR CO., LTD.

London Depot:  
YORK STREET,  
WESTMINSTER, S.W.

Specialist:  
"Electric" and  
"Gas" engines.

Adderley Park, Birmingham.  
Proprietors: VICKERS, LIMITED.

Telephone:  
1234 Central.

Marine Depot:  
EAST COWES,  
I.O.W.





## INVINCIBLE TALBOT

### Easter Touring at its BEST.

—to be free to choose your route undeterred by hills however steep—to travel the worst of roads in the restful comfort of this well-sprung car—to know that *nothing* but an unusual respect for speed decrees can limit the daily sequence of enjoyable miles in your Talbot Touring Car.

12 h.p., 15-20 h.p., 20-30 h.p., 30-40 h.p., and 40-50 h.p. Models. Catalogue on request.

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Automobile Engineers  
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## SWEEPING VICTORY FOR

# BUICK

CARS IN THE

## TOUR DE FRANCE

### 3,000 MILES RELIABILITY TRIAL

BUICK CARS SECURED SIX PRIZES

and were the only complete team to finish. The Tour de France is the longest and most severe Trial held in Europe, and the magnificent result further demonstrates the

# Reliability

of the Buick Car.

In the RUSSIAN IMPERIAL AUTOMOBILE CLUB Trials of 1912 the Buick Car won the Gold Pokal with a perfect score.

In the TOUR DE FRANCE of 1913 the Buick Car won the best position with perfect score.

A Buick car has just succeeded in climbing the ANDES Mountains, and is the ONLY CAR that has ever achieved this marvellous feat.

15-18 h.p. TWO-SEATER £215  
15-18 h.p. FIVE-SEATER £242

Complete with BOSCH MAGNETO, hood, hood chain, screen, 5 lamps, horn, tyre pump, 210 & 220 amp. McAlister tyre pump and 210-220 volt. jack, pump, tool box and tools. No extras.

NO UNNECESSARY COMPLICATIONS.

GENERAL MOTORS (Europe), LTD.,  
Bedford House, Long Acre, London, W.C.  
Telephone: GERRARD 1111, 1112. Telegrams: "Buickgen, London."

## The Reliability of the 12-h.p. ROVER.

"BAKER STREET, FETTON, STONE-ON-TRENT,  
February 26th, 1914.

"THE ROVER COMPANY, LIMITED, COVENTRY.

"DEAR SIR,

"I wish to let you know how the 12 h.p. Car has behaved since I bought her, as she has now done 11,000 miles. I can quite believe your advertisement in 'The Motor,' as I have not paid a single penny for repairs since Mr. Pepper delivered her over to me, and she has never had one day's rest since I bought her.

"Last week-end I went to Lanes and back, averaging 22 miles per hour for the distance of 44 miles including all stops. I never touched the car save to turn the gas-cock and oil her at the other end.

"The magneto has never been touched at all, and I have ground the valves in myself twice only.

"You may make what use you like of this letter. I am very pleased indeed with the Car, and would not change her for any other I have yet seen. I have only been pained on the road once by anything. I may say that I have been instrumental in getting four gentlemen to buy Rover Cars, because I think they will be quite satisfied with them.

"Yours faithfully,

"(Signed) CECIL H. HOPWOOD."

The ROVER CO. Ltd., Meteor Works, Coventry.  
and at

59-61, New Oxford St., London, W.C., and 10, Lord Edward St., Dublin.

## The ADLER Team

in the SWEDISH RELIABILITY TRIALS, 1914,

was, of all competing teams, the only one to complete this run of unexampled difficulty.

They were awarded

## THREE PRIZES OF HONOUR

Including the SECOND PRIZE for HILL-CLIMBING and RUNNING.

The Trial was on the worst imaginable roads, through snow, ice, and mud. 61 Cars started—ONLY 16 Cars finished—including the Adler Team, consisting of two 14-18 and one 35-45. Examination after the Run proved the THREE ADLER CARS, which were of the STANDARD TOURING TYPE and TAKEN FROM STOCK, to be ENTIRELY FREE FROM DEFECTS, neither GEARS, CHASSIS, SPRINGS, nor AXLES showing any sign of the arduous journey.

Sole Concessionaries:

MORGAN & CO., LTD., 127, LONG ACRE, W.C., and 10, OLD BOND STREET, W.

## STELASTIC

GREATER MILEAGE TYRES.

PUNCTURELESS

NON-SKID.

DEPOTS

EVERYWHERE.



STELASTIC TYRES, LIMITED,  
76, York Street, Buckingham Gate, London, S.W.



YOU SHAVE!  
WHY NOT SAVE?

Be your own barber but use a  
"Star" Safety Razor.

Its blade is of the finest Sheffield Steel, hollow-ground, and good for a lifetime—no continual expense for renewals as with the "Wafer" blade. Note the lather-cup frame—the lather cannot run down the handle.

The "STAR" is the Most Comfortable and Economical Razor to use. It is therefore the only one for you.

Send for List and  
have your choice

5/6 to £5.

7/6

POST  
PAID.

For Set with  
Silver-plated  
Frame and  
Handle in  
Valve-Load  
Case.

Of all High-class Cutlery or  
MARKT & CO. (LON.), LTD.  
98/100, CLERKENWELL RD.,  
LONDON, E.C.



Continued.) both upper and lower sections; it is screwed up tight, and then the spanner is shifted to the upper section and a slight turn locks it up. It is rather difficult to describe properly so that its simplicity may be grasped, but it looks to me like a very good thing. Manufacturers particularly would do well to investigate this device.

**An Aviation Note.** In a recent note I deplored the fact that British engine-constructors do not appear to be fully alive to the fact that there is a magnificent opening for motors for aviation. Two or three of the leading motor-car firms, it should be said, are interesting themselves very closely in this direction, and one at least has achieved a considerable measure of success. This is the Sunbeam Company, one of whose engines has been flying regularly at Brooklands for some time; and it is interesting to hear that it is so well thought of that both Sopwith and A. V. Roe have ordered Sunbeam motors of 150 h.p. for the *Daily Mail* flight round Britain in the summer.

W. WHITFALL.

### "ALMOST FAIRYLAND,"

M<sup>R</sup>. JOHN MORGAN RICHARDS has proved himself to be as versatile as well as picturesque chronicler of the charms of the Isle of Wight, where, at Steephill Castle, Ventnor, he has for many years made his home. "Why not 'Fairyland' without the qualifying adjective?" he asks, and he goes on to assure his readers that although *The Blessed Damozel* may not appear every morning on the peak of St. Boniface, "with three lilies in her hand and seven stars in her hair" there is romantic beauty enough in the island to satisfy even the most ardent dreamer and enthusiast. Those who know the Isle of Wight will echo the praises of the place which the author loves so well, and they will read with unbroken interest the description of the peaceful and pleasant life led by Mr. and Mrs. Morgan Richards and their family, and especially the tender references to their daughter Pearl, who played as a child upon the sands, and was destined in after life to become world-famous as the brilliant novelist, dramatist, and essayist, "John Oliver Hobbes." That Mrs. Craigie owed not a little of her fine brain and keen literary instinct to heredity is undoubted; and the details which are given in this volume concerning her girlhood and home life before her marriage will be read with keen interest, not only in England and America, but in every quarter of the globe. The hospitality and broad sympathies of Mr. and Mrs. Morgan Richards, as well as their artistic and literary predilections, brought within their circle of friends many literary and artistic celebrities and workers in the world of religious and philanthropic effort, and "Almost Fairyland" (John Hoag)

is as interesting from the personal point of view as it is as a picturesque chronicle of life in the delightful island to which no less a poet than Tennyson owed inspiration, and in which for many years he made his home. The volume is illustrated with many views and portraits.

### CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, *Illustrated London News*, 25, Abchurch Lane, E.C. 4.

HARRIS HUGHES (New York).—We are much obliged for your letter, and have made some use of the material, as you see.

W. H. TAYLOR (Bristol-on-Sea).—Thanks for problems, which we hope to find up to your usual standard.

W. TALLEY (Gloucester).—Nearly every one of our solvers correctly assumed that the Pawn should have been on Q 6 and answered accordingly.

J. LAWRENCE (Farnbridge Works).—Your problem has a second solution, by 1. P to Q 3rd (ch), etc.

E. J. PUGHMAN, W. A. CLARK, and A. M. SEARCE.—Your problems are noted and marked for insertion.

PROBLEM No. 344.—By D. J. O'SHEA.  
First Prize, *Blackburne Chess Club* (Times). (From *Blackburne Daily Express*)



WHITE.

Solution of Problem No. 343.—By J. SONG.  
The White Pawn at Q 4th must stand at Q 3rd; then 1. Kt to K 3rd and White wins at K 3rd.

Solution of Problem No. 342.—By J. SONG.  
1. P to Q 4th. 2. Kt to K 3rd. 3. P to Q 3rd. 4. P to Q 2nd. 5. P takes P. 6. P to Q 4th. 7. Kt to K 3rd. 8. Kt to K 4th. 9. Kt to K 5th. 10. Kt to K 6th. 11. Kt to K 7th. 12. Kt to K 8th. 13. Kt to K 9th. 14. Kt to K 10th. 15. Kt to K 11th. 16. Kt to K 12th. 17. Kt to K 13th. 18. Kt to K 14th. 19. Kt to K 15th. 20. Kt to K 16th. 21. Kt to K 17th. 22. Kt to K 18th. 23. Kt to K 19th. 24. Kt to K 20th. 25. Kt to K 21st. 26. Kt to K 22nd. 27. Kt to K 23rd. 28. Kt to K 24th. 29. Kt to K 25th. 30. Kt to K 26th. 31. Kt to K 27th. 32. Kt to K 28th. 33. Kt to K 29th. 34. Kt to K 30th. 35. Kt to K 31st. 36. Kt to K 32nd. 37. Kt to K 33rd. 38. Kt to K 34th. 39. Kt to K 35th. 40. Kt to K 36th. 41. Kt to K 37th. 42. Kt to K 38th. 43. Kt to K 39th. 44. Kt to K 40th. 45. Kt to K 41st. 46. Kt to K 42nd. 47. Kt to K 43rd. 48. Kt to K 44th. 49. Kt to K 45th. 50. Kt to K 46th. 51. Kt to K 47th. 52. Kt to K 48th. 53. Kt to K 49th. 54. Kt to K 50th. 55. Kt to K 51st. 56. Kt to K 52nd. 57. 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# THE ILLUSTRATED LONDON NEWS

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NEW YORK, SATURDAY, APRIL 25, 1914.

Fifteen Cents a  
Year in A.



SUCCESSOR TO FIELD-MARSHAL SIR JOHN FRENCH AS CHIEF OF THE IMPERIAL GENERAL STAFF :  
GENERAL SIR CHARLES W. H. DOUGLAS, G.C.B.

General Sir Charles Douglas, that famous soldier who has taken up the duties of Chief of the Imperial General Staff in succession to Field-Marshal Sir John French, went to that post from that of Inspector-General of the Home Forces,

to which he was appointed in 1912. He was born on July 17, 1850. To say, he has had a very distinguished career, not only in time of war days of peace. He was made a K.C.B. in 1907, a G.C.B. in 1911.

From the Portrait of John St. Helena, London.





## The Entente and "France Médiatrice"

(ACCORDING TO THE PROGRAMME OF COUNT ADAM ORLOWSKI.)

THE Franco-Russian Entente suffers under German meddling; recall what the French Press has said. Russia, as represented by the Old Muscovites, an important party in the Duma, despite the practical lessons of Berlin, which desired to justify her actions in Alsace and Posen, has failed everywhere in the cause of progress and freedom, and has demonstrated her mettle in the East, among the peoples of Caucasus, in Armenia, in Poland, in Finland; betraying at every turn a policy tinged with nervousness. France has felt the consequences: as a result French opinion reproaches its Government with not carrying sufficient weight in Russia, for not asserting the position France holds in the civilised world. In place of a salutary influence exerted by France, what is seen? Consider the unsettled nature given to the horizon by the whimsical interventions of Russia, followed by withdrawals having deplorable effects; the holding out of the hand to friends great and small, from France to Montenegro, and then the turning of the cold shoulder. The Old Muscovites cut in diplomacy the figure of a bull in a china-shop.

Moreover, whatever may seem the relations suggested between Russia and Germany by a strong unity of spirit, when the salvos of Kronstadt proclaimed the Entente, the chief idea of the French statesmen was to counterbalance, with the aid of Russia, the power of the Triple Alliance. In exchange, Russia required funds for, as she said, the development of a common policy. The French have kept their engagements: the fifteen milliard francs they have paid would not have been too high a price for security; but France has not found that assistance she was justified in expecting, nor the means of asserting her mission of progress. Nevertheless, therein lay the secret of France's strength. [With this in mind, many will remember Count Orlovski's programme, "France Médiatrice," presented to the French Chamber in the form of an open letter.] But Russia saw in this Entente with France merely a bargain, and what a bargain!—a playing into the

hands of the Duma, leading Russia into dangerous paths. What does it matter to these Muscovites, the fifteen milliards having been already cashed? It was they who sold Alaska to the United States for thirty-five millions—Alaska, which now yields over a hundred millions a year; it was they who, by the purchase of claims in Korea and on the Yalu, let loose the dogs of war of Russia and Japan, a contest which resulted in a diminished Russia; it was they who stole a march on Germany and compelled her to undertake the Baghdad Railway concern. It is they who are sowing dissatisfaction amongst the citizens in Poland, Finland, Caucasus, and Armenia, by their methods of dealing with conditions of life, with privileges, and with fortunes—a matter whose gravity and extent are dealt with by the author of the programme, "France Médiatrice."

Yet, despite retrograde actions, the freedom of the Polish language has been discussed in the debates at St. Petersburg, and eminent Russians, of the Council of the Empire, desire to reintroduce it in the Polish law-courts, and into the Polish universities of Warsaw, Kieff, and Vilna.

It is to be feared that, in 1914, the light will no longer come from Kamchatka as Voltaire dreamed; but that a spark from there will fire the powder. The Hague Tribunal may lessen the catastrophe. There France Médiatrice would have the right to speak. An international scheme started by Count Orlovski has already produced a sensible current for the civilised against the non-civilised, whose home is in Berlin, whose misdeeds are known in Alsace-Lorraine, in Posen, Hanover, Silesia, and Schleswig-Holstein. They it is who have infected Europe and have found adherents as far away as St. Petersburg. France must combat this spirit of persecution, even for the good of Russia; for the Old Muscovites have succeeded in creating about Finland between Sweden and Russia an antagonism such as is paralleled only by that between France and Germany in Alsace-Lorraine. Like the French, the Poles, the Swedes, the Caucasians, the Finns, the Armenians are not inclined to forget. One day, they will protest.

Sweden would avoid the fate of Poland, and appeals, therefore, to liberal Germany—not to Prussia—to England in France, and to all liberal Governments. According to Press rumours, Prussia, in order to have free play with France, proposes the partition of Austria, offering Sweden as victim to the Muscovites. Sweden is a country whose mineral wealth is beyond valuation. The Old Muscovites covet this; but as the ownership of Swedish mines is forbidden the foreigner, they have come to think of getting possession without payment—by the annexation of Sweden and her ports, a project entertained by Peter I. In view of this contingency, the Swedes rely on the liberal states of Europe, and on their own resources, which are by no means negligible: they are sons of Odin, akin to Gustavus Adolphus and Charles XII. Military service is compulsory. In peace the Army has a strength of 80,000. This total includes 30,000 commissioned and non-commissioned officers, a proportion accounted for by the fact that the Army in time of war would comprise over half-a-million men. It must be noted further that the male Swede is trained from the age of ten. The pupils at colleges and schools are taught to drill and to handle rifles under the direction of officers on the active list. Thus, as in Switzerland, the maximum of efficiency is attained. And though the numbers of the Army look less imposing than those presented by the Russian Minister of War, Sweden ranks her force high, knowing that it would fight with conviction, as did the Greeks at Salamis.

The Risenation of Finland, the contempt for her old privileges, the imprisonment of her statesmen, the frequency of attempts at espionage, the construction of railways and forts frankly directed against Sweden,

have become a nightmare to her. The Russian activity is equalled only by the Swedish counter-espionage, continually enlivened by "incidents." Recently, a Russian officer, said to have been caught red-handed in a fortress, was invited to leave Sweden within six hours. Russia did nothing to quieten the talk which followed this. On the contrary, she spoke openly of it; and the number of Russian officers in Sweden increased. Then Sweden joined voices with her national hero, Sven Hedin, whose cry that, in case of war and defeat, his country would become another Poland, caused an indescribable sensation. The people of Stockholm bore witness, with banners flying, to their determination not to come under the yoke. The Press in France asked: Has France nothing to say in this affair, into which she may be forced? Has she been consulted in any way as to this Russian scheme?

When was the Quai d'Orsay enlightened? Now, more than ever, should the policy of France Médiatrice be considered. If France gives willingly to her allies the support of her army and her purse, it must be on condition of not being induced to enter into an immoral adventure, and being thereby branded with inevitable failure. The affair is not one of guesswork, since the Swedish secret service obtained the plan of an invasion of Sweden by Russia which was to have taken place in 1905, and was frustrated by the Russo-Japanese War. This eventuality has not been disclosed to the French Government; and, despite the reasons given to account for the withdrawal of the Russian troops from the German frontier, it appears evident that, in the case of a conflict, Russia will hold herself aloof from her frontier on the plea that she is completing her mobilisation, which takes over two months. Should France emerge successful from a struggle with Germany, Russia will take her compensation in Sweden and in Germany; while, should Germany be victorious, Russia will take compensation in Sweden as the price of her neutrality. In this connection, it has been urged that such an insult to France as the withdrawal of the Russian troops could not have taken place under any French Ministry save that which, during the period of the Agadir question, made a compact with Prussia as to Morocco and the Congo.

Now, Russia has everything to gain at present from an armed conflict. France should not think she is in a similar case; and, before giving monetary aid, should demand from her Government sureties, guarantees, precise knowledge, for herself and for Great Britain and others concerned. France, comes the cry, must refuse financial assistance if it is to be used to encourage the Old Muscovites' activity amongst peoples; but let her open wide her banks if the funds are to be spent in increasing Russia's ability to create a diversion on the German frontier. The danger to the nations of the Old Muscovite policy is clear; it menaces from the Balkans to India; it may provoke unjust war. Agreement with it would make France an accomplice in future Russian disasters.

Easter unites the truly Christian peoples, and many will agree willingly with the patriotism of the recent reply, attributed to General Soukhomlinov, to Pan-German attacks; will say, May good fortune and the strength of the Russian Army, which is apparent from the words of that General, ensure the integrity of Russia, as well as that of the sister nations wronged by Berlin—France and Poland. We see Poland, the fair Cinderella of the world, exalted by the Genius of the Nations, soar free in the blue sky as Psyche in the arms of Love.



A FRIEND OF PROGRESS: COUNT WITTE.



POLAND EXALTED: "PSYCHE AND LOVE"—AFTER THE PICTURE BY BARON GERARD IN THE COLLECTION OF COUNT ADAM ORLOWSKI.

hands of the Old Muscovites, who pursue their way seeking to substitute their own initiative for that of the Tsar, cloud-veiled, like Jupiter on Olympus; and at the same time stifling the voices of such representatives of progress as Count Witte, who, it may be hoped, has not said his last word. Thus a party seeks



## THE "NO COERCION OF ULSTER" MEETING IN HYDE PARK.

PHOTOGRAPH BY RECORD PRESS.



THE HEART OF THE DEMONSTRATION: SIR EDWARD CARSON ON HIS PLATFORM; WITH A DENSE CROWD ABOUT HIM.

A demonstration having as its cry, "No Coercion of Ulster," was held in Hyde Park on Saturday, April 4. There were fourteen platforms, from which many of the foremost spokesmen of the Parliamentary Opposition addressed the crowd—notably Sir Edward Carson, Mr. Austen Chamberlain, Lord Milner, Mr. Walter Long, Lord Londonderry, Lord Robert Cecil, Lord Charles Bessford, Mr. F. E. Smith, and Mr. Balfour, the

ex-Prime Minister, who thus made his first and, as he explained, possibly his last speech in Hyde Park. The resolution was: "We protest against the use of the Navy and Army to drive out by force of arms our fellow-subjects in Ireland from their full her in the Parliament of the United Kingdom. And we demand that the Government immediately submit this grave issue to the people."







# THE SEALING DISASTER: AT DANGEROUS WORK ON ICE-FLOES

PHOTOGRAPHS BY COURTESY OF THE "MAGNETIC MAGAZINE"



1. DRAWN TOWARDS THEIR SHIP'S SIDE: SEALERS AND A PILE OF SEAL-SKINS ON AN ICE-FLOE.

2. WORK WHICH IS ALWAYS DANGEROUS, AS THE MEN MAY FIND THEMSELVES ADRIPT ON THE ICE AT ANY MOMENT: SEALERS OPENING OR PILE OF SEAL-SKINS.

As we record under a double-page of photographs published elsewhere in this issue, a terrible disaster overtook men of the sealer "Newfoundland" the other day, and seventy-seven of those caught by a blizzard while working on ice-floes three or four miles from their ship, perished. The King, telegraphing to the Governor, St. John's,

Newfoundland, said: "I have received with profound regret the news of calamity which has befallen the crew of the steamer 'Newfoundland.' The I deeply deplore the great suffering and loss of life involved, and wish to sincere sympathy with the friends of those who have perished."



# THE WORK MEN OF THE "NEWFOUNDLAND" WERE DOING WHEN SEALING ON THE SCENE OF THE DISASTER



1. AT WORK ON THE ICE DURING SEALING: MAKING A PILE OF SKINS.

2. THE SEALER WHOSE CREW WERE CAUGHT IN A BLIZZARD WHILE ON ICE-FLOES: THE "NEWFOUNDLAND."

3. IN THE HOLD OF A SEALER: SEALERS AND THEIR BUNKS.

4. AS THE UNFORTUNATE MEN OF THE "NEWFOUNDLAND" WERE WHEN CAUGHT BY THE BLIZZARD: SEALERS ON AN ICE-FLOE.

A telegram from St. John's, Newfoundland, dated April 2, stated that a wireless message sent from Belle Isle Strait by the sealer "Florizel" reported that 120 men of the sealer "Newfoundland" had been caught in a blizzard on the Tuesday while out after seals on ice-floes three or four miles from the ship. Later, the Captain of the "Bellaventure" telegraphed: "I have on board 34 survivors, 5 being serious cases. I have also aboard 58 lead, and think the total number of dead is at the very least 70. Reports from the steamer 'Newfoundland,' through the 'Florizel' and the 'Stephano,' which are nearer her than I am, say she is not yet certain how many men she had on the ice when the blizzard began. They report having aboard 7 dead and 12 alive. We three ships are working towards the 'Newfoundland,' but the ice is very heavy and tight." Later still, he telegraphed: "I have just touched the steamer



# THE STORM CAUGHT THEM ON ICE-FLOES MILES FROM HOME WHICH SEVENTY-SEVEN LIVES WERE LOST.



5. WITH A YOUNG HARP SEAL: A SEALER'S DOCTOR.

6. A CINEMATOGRAPH-OPERATOR ABOARD A SEALER: MR. BOOL IS SEALING KIT.

7. A CONSTANT DANGER: SEALERS ON A FLOE BROKEN AWAY FROM THE MAIN ICE.

8. MOUNTING TO A FELT-COVERED DECK: MEN OF A SEALER CLIMBING INTO THE BARREL (OR CROW'S NEST) TO ILLUSTRATE THE DIFFICULTIES OF NAVIGATION: THE ICE-COVERED WATER FROM THE BARREL (OR CROW'S NEST) OF A SEALER.

"Newfoundland" and have checked the figures by her roster, and find she had 112 total crew. Of these 112 are safe, but 36 are on sick-list. Total dead is 77, of which 66 bodies I recovered, the remaining 11 being lost amid the floes." The "Bellaventure," it may be noted, was nine hours ramming her way through four miles of ice to reach the sea. With regard to the seal the ship's doctor is seen holding in the fifth photograph, it may be noted that this is a young harp seal, some three or four days old, from Newfoundland ice-floes. Islanders call these "white coats." They form the greater part of the catch. As young seals take to the water when only ten days old, every endeavour is made to catch them before they attain this age; after which their value lessens, for they lose blubber rapidly. While a "white coat" may have four or five inches of blubber, a full-grown seal will only have about half



## PORTRAITS &amp; PERSONAL NOTES.



THE LATE BRIGADIER-GENERAL  
EDWARD HOPKINS.

An Army Surgeon, and active in his many  
and arduous duties in India.

he will return by way of the  
picture gallery of the National  
Gallery with another book on  
which he is engaged, "The Nations  
of Beauty," to be published in the



THE LATE PROFESSOR J. D.  
PAYNTING.

Professor of Physics in the University  
of Birmingham.

Vedrine was test-  
ing a new mono-  
plane. It fell from  
a height of about  
fifty feet.

Prof. Paynt-  
ing, who died

recently, occupied the Chair of Physics at Birmingham  
in the days before Mason College had blossomed into  
the University. It was in 1880—over thirty-three years  
ago—that he was appointed. In 1899 he presided over  
a session of the British Association. He published several  
scientific works, including a "Text Book of Physics" (with  
Sir J. J. Thomson) and "The Pressure of Light."

Dr. G. F. Browne, Bishop of Dorchester, who, it was recently  
announced, decided to resign at Easter, has held the see since  
1897. From 1892 to 1895 he was Rector of Ashley, and later  
became a member of the Council of the Senate of Cambridge  
University, and from 1897 to 1898 was Disney Professor of  
Archæology. In 1891 he was appointed a Canon of St. Paul's,  
and four years later became Bishop of Stepney.

Dr. Robert Fraser, the Roman Catholic Bishop of Dunkeld,  
in Perthshire, died recently after a very short illness. He  
was a native of Aberdeenshire, and received his  
theological training, first at Blair's College, Aber-  
deen, and afterwards at St. Edmund's College, Douai,  
and the Scots College at Rome. After  
being for a time  
Professor of Latin  
at Blair's College,  
he returned to  
Rome in 1897 as  
Domestic Prelate  
to Pope Leo XIII.  
Later he became  
Rector of the Scots  
College. It was  
only last year that  
he succeeded Dr.  
Angus MacFarlane  
at Dunkeld.

German airmen  
have of late been  
accomplishing re-  
markable feats,  
and have captured  
some of the records  
previously held by  
Frenchmen. Herr  
Otto Linnekegel, for example, recently made a  
world's record for altitude, by rising in a Rumpler  
monoplane to a height of 20,800 feet. Not long  
before this he had broken the record for an  
altitude flight with a passenger, at the Johannis-  
thal Aerodrome, near Berlin. Carrying a naval  
officer, he reached a height of about 17,000 feet.  
On that occasion also he used a Rumpler mono-  
plane. The previous height record had been  
made by the late M. Perreyon, who was after-  
wards killed in an accident.



THE LATE RIGHT REV. ROBERT  
FRASER, D.D.,  
Roman Catholic Bishop of Dunkeld.



THE RIGHT REV. G. F. BROWNE, D.D.,  
Bishop of Dorchester—whose resignation is announced.

autumn. A deputy will take his place at the  
National Gallery during his absence. Two  
lecture parties of not more than twenty-five  
are conducted round every morning, from  
10.15 to 11.15 and from 11.30 to 12.30. Since  
the "Venus" exploit only half the Gallery  
is opened at a time, in order to concentrate  
the protective forces of the Crown. Official  
guides have also been appointed at the Tate  
Gallery and the Wallace Collection.

In spite of the advances said to have been  
made in the construction of aeroplanes and the  
science of aviation, in the direction of greater  
safety, fatal accidents continue to be lament-  
ably frequent, not only in this country, but also  
on the Continent. Three French airmen lost  
their lives on April 1—M. Emile Vedrine at  
Rheims, and M. Pierre Testolat, with his  
passenger, at Chalons camp. M. Emile Vedrine  
was a younger brother of M. Jules Vedrine,  
the famous aviator who has made so many  
remarkable flights, including that from Paris  
to Cairo. The disaster occurred while M. Emile



HERR OTTO LINNEKEGEL.  
The German Aviator who recently beat the world's altitude record.



THE LATE PAUL VON HEYSE.  
The famous German Novelist, Poet, and  
Dramatist.

Munich Court is described in his "Jugend-  
erinnerungen" and in his novel, "Im Paradiese."  
In 1910 he was awarded a third part of the  
Nobel Prize for Literature.

Mr. Kaines Smith, who has been appointed  
Official Guide at the National Gallery, is a Uni-  
versity Extension lecturer, and has given demon-  
strations in the Museum at South Kensington.  
He is the author of "Greek Art and National  
Life," and has just gone to Greece (from whence



THE LATE M. ÉMILE VEDRINE.  
The French Aviator who was killed recently at an accident at Rheims.



# HOLY WEEK IN THE ETERNAL CITY: THE ASCENT OF THE SCALA SANCTA.

DRAWN BY G. DAMATO.



CLIMBING THE HOLY STAIRCASE ON THE KNEES: THE FAITHFUL FOLLOWING THE PATH CHRIST IS SAID TO HAVE TROD ON HIS WAY FROM THE JUDGMENT HALL OF PILATE TO CALVARY.

Near to the Basilica of St. John Lateran, the cathedral of Rome, stands a building in which is the Scala Sancta, removed to it from the old Lateran Palace by order of Pope Sixtus V. This Holy Staircase is supposed to be that descended by Christ on His way from the Judgment Hall of Pilate to Calvary: and legend has it that the Empress Helena brought it from Jerusalem. The veined white marble steps are twenty-eight in number, and may be ascended only on the knees. To prevent their destruction, Pope Clement XII. had all of them, save the last, covered with walnut. At the top

of the flight is an Oratory, known as the Sancta Sanctorum, and to this the clergy only are admitted. In the Oratory is a picture of the Saviour which is called miraculous, as it is said of it that it was begun by St. Luke and finished supernaturally while he slept. The faithful are here seen ascending the staircase in Holy Week, as an act of penance and to gain indulgence in the life to come; such ascents are now confined to Easter-tide: some climb the stairs two hundred times a year. The ascent of the Scala Sancta only is made: for the descent, staircases on either side are used.



## Literature



Club Makers and Club Members.

Much research must have gone to the compiling of Mr. T. H. S. Esott's record of "Club Makers and Club Members" (Unwin); and inasmuch as for the book of gossip the veteran journalist has drawn not only on the historical and biographical, but also on the anecdotal data of his subject, he provides here plenty of first-rate entertainment. He opens, it is true, a little pontifically, with his glance at the clubs of classical times and lands; but the moment he reaches Hockley, the mediæval Anglo-Saxon rhymist—whom, on the strength of the Court of Good Company, he reckons the first English clubman and club-founder—his pages attain a brightness which not even the necessity he is under of resorting sometimes to the *catalogue raisonné* succeeds, save rarely, in dimming. "The evolution of the club," he remarks, "may be summed up as the progress from a house of call to a centre of interest, a school of character, and a social training-ground." The famous society of the Mermaid, established by Raleigh, is to be ranked as still very much in the "house of call" stage, though there were elements in it of the other qualifications, and it helped at least to assemble the craft of letters. Later organisations, from the days of Jonson to Johnson, brought about a more distinct fusion of classes, but still adhered to the old Bohemian traditions; even "The Club of Sir Joshua Reynolds and the great Cham's founding, which it may surprise some people to know is still in existence, had its meeting-place in the tavern. By the seventeenth century London clubs had taken on national activities; they intrigued to displace the throne and alter the dynasty. Their ambitions diminished in the succeeding century, and they were content to deal with parties and Ministries in place of meddling with the Crown; but their character still remained largely political. So that it is not surprising to find that the oldest of the great extant clubs—as White's and Brooks's—if not actually political in their origin, soon served party ends. White's as the favoured rendezvous of the Tories gave place to the Carlton, just as did the club beloved of Fox to the Reform. But the purely social ideal had to make a hard fight to maintain itself against sectarian interests. It triumphed in Grillion's, in the Cosmopolitan, and in the Travellers, as, of course, in the later-founded and more homely institutions of the Garrick and the Savage. Of all these and the many other clubs devoted to the Services, the Universities, sport and (as in the instance of Crockford's)



COOK, WIT, AND PHILANTHROPIST: ALEXIS SEVER.  
THE FAMOUS CHEF OF THE REFORM CLUB.  
Alexis Sever ruled the kitchen of the Reform Club from 1857 to 1868. During the Irish famine he was sent over by the Government to build and control public kitchens for the issue of rations; and, with Florence Nightingale, he organised the visitation of army hospitals when the Crimean War began.  
From "Club Makers and Club Members."



A RECORD OF HISTORIC WAGERS: A PAGE FROM THE BETTING BOOK AT WHITE'S IN 1751.  
"As to the historic bets at White's, they are to be studied at length in Mr. Algernon Brooke's volume, exclusively devoted to them."  
From "Club Makers and Club Members," by T. H. S. Esott.

high play of their leading spirits, their *chefs*, their wines, their *vegues*, Mr. Esott writes with untiring *vevacity* and information. Famous names figure on every page, and good stories in every chapter. Not the least interesting of many interesting illustrations which adorn his text is the replica of a page from White's Betting Book, here reproduced.

## "Italian Yesterdays."

Mrs. Hugh Fraser has a pretty gift of descriptive phrases ("descriptions" is to be avoided as a dismal word), and her book of "Italian Yesterdays" (Hutchinson) gives her plentiful occasions for its pleasant exercise. She is not the only author who seeks to evade the Italy of to-day. Of the Italy of to-morrow a certain company of Futurist writers have told us their hopes: factory-smoke, iron buildings, arsenals, a universal cannonade. In the Italy of yesterday the lover of clear skies and peaceful citadels has a thousand joys: the architecture, the agriculture, the happiness, that have since changed. Not a few, indeed, make believe that these things have not changed, and will tell you both of customs and costumes as though they existed still. They do not exist, and the Italy of to-day is a place either of illusion or disillusion, and, either way, of bitterness. Who shall say that the word is too strong? A tract—the best tract—of the Appian Way has just been turned into a boulevard, its walls replaced by iron railings, its aged pines by new Christmas-tree firs, its immemorial pavement by macadam; the solitary churches on the Caelian and the Aventine are also newly iron-railed, so is the foot of the Palatine; a most vainglorious bridge bordered with imitation Rodin sculpture, dwarf obelisks, and Fames and Victories despises the ancient bridges of the Tiber; suburbs made of houses of the shape of dominoes (sixes) stand where lay the ancient solitudes; the once charmed gardens are cut up by smart roads. Most of the writers are silent before such an ambiguous Rome. So with a Venice of smirched skies and blackened marbles. Mrs. Fraser's very frontispiece is the view of a Tiber before ever an embankment or a girder bridge had touched him. "Yesterdays" are the yesterdays of many yesterdays in this discursive book, so that we go back as often to the martyrdom of St. Cecilia and to the impiety of Tullia as to the troubles of the last Pope but two. Little is new, but much is true, and all is prettily told. Some repeated slips in Italian, such as *Pepulo* for *Papa's*, must surely be attributed to the press rather than to the pen of one who knew her Italy not as the visitor knows it, but with the long knowledge of a child.



AN EIGHTEENTH-CENTURY POLITICAL DEMONSTRATION IN CLUBLAND.  
ST. JAMES'S STREET AND WHITE'S IN 1751.

"In 1751 the burning of Arthur's earlier premises at the corner of St. James's Place had driven him to Gwyn's Coffee House, near the Palace end of the street. Here, then, on October 30, 1751, the Club's original and only code was compiled. [It was] White's temporary abode between the destruction of its earlier home and its settlement in 1755 beneath its present roof."

Illustrations reproduced from "Club Makers and Club Members," by T. H. S. Esott—by Courtesy of the Publisher, Mr. T. Fisher Unwin.



FORMERLY A FAMOUS GAMBLING "HELL": CROCKFORD'S (NOW THE DEVONSHIRE CLUB) IN 1828.

"To belong to it [Crockford's] one did not need to be a gambler, but one had to be something of a personage. . . . The fishmonger (William Crockford) was fifty-two when he opened his 'hell' (in 1813). . . . Crockford's, like known 'hells' of every kind, received its death-blow from the Report of the House of Commons Gambling Committee, 1844."



## THE WASHING AWAY OF SIN: PILGRIMS AT SACRED WATER.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD.



WITH VESSELS TO BE FILLED WITH THE SACRED WATER:  
PILGRIMS AT THE RIVER JORDAN.



EAGER TO PLUNGE INTO THE SACRED WATER:  
WOMEN PILGRIMS WADING THROUGH THE MUD ON THE BANKS OF THE JORDAN.

AT THE RIVER IN WHICH THE SAVIOUR WAS BAPTISED, AND IN WHICH NAAMAN DIPPED HIMSELF SEVEN TIMES  
AND WAS CLEAN: PILGRIMS AT THE JORDAN.

It need not be said that to an enormous number the Jordan is far more than the chief river of Palestine. It is that sacred water in which Christ was baptised, and in which Naaman dipped himself seven times and was clean. The correspondent who supplied these photographs says: "Next to making a pilgrimage to Jerusalem, to bathe in water

from the river Jordan is the great wish of many a peasant. Thousands go to the river to wash away their sins. Nor are those at home forgotten. Every pilgrim fills a vessel with the water and takes it to those unable to make the journey. In the same spirit, branches of shrubs from the banks are carried away to be treasured at home in Europe."



## WHEN WINTER'S FINGERS STILL GRIP THOSE OF SPRING:



### PARALLELED IN A MANNER IN LONDON: "ARISTOCRATIC" WOMEN WORKERS

Here is illustrated a typically French early-morning scene—the arrival of working-women at a Paris terminus. The sight is, of course, paralleled daily in London; but  
Describing this picture, a French writer says: "They are office-workers, shop-assistants, dressmakers, and milliners."



## AN EARLY-MORNING SCENE AT A GREAT FRENCH STATION.



OF PARIS, FURRED AND COATED, ARRIVING FOR THEIR DAY'S DUTIES.

It must be said that, as a general rule, there is not about the crowd of arrivals here that chic which is so evident in the capital of our neighbours across the Channel, who are shown here. Compared with the humbler workmen and workwomen, they are a kind of aristocracy."



## SCIENCE AND

THE HISTORY OF —  
— THE PICTORIAL —

PROFESSOR H. HOFFDING.

Dr. Harald Hoffding, Professor of Philosophy at Copenhagen University, has been elected, as the leading Danish scientist, to a banquet left by the late Mr. Carl Jacobsen, a Danish brewer, consisting of a villa and an annual sum to make his income up to £1000.

(Photograph by Lind, Copenhagen.)

spring has indeed established herself. Among these arrivals the swallow tribe probably hold pride of place, though the advent of the various warblers, the cuckoo, and the cuckoo's mate, or wryneck, are awaited with an eagerness almost as keen. The first of the swallow tribe to return to us is the little sand-martin, who reaches these shores with the closing days of March. Then comes the swallow, and, last, the

SCIENCE  
JOTTINGS.THE COMING OF  
THE SWALLOW.

BEFORE these lines see the light the arrival of our summer migrants will have begun in good earnest, by which token we shall know, however chill the winds may blow, that

coast, as whether they trend south-east and distribute themselves along the eastern side of that continent, is still a matter for investigation.

Incredible as these old beliefs now seem to us, it must be admitted that there is no *a priori* reason why birds should not hibernates—in recesses of caves and hollow trees, for example. At any rate, this is done in the case of a considerable number of mammals, which stand a grade higher in the scale of life than the birds. The bat and the dormouse afford excellent

of cold and rain which prevailed when they arrived after their long and tiring journey. Late-comers sometimes fare no better. Gathe relates how, many years ago, during the "merry month of May," the swallows arriv-

ing on Heligoland, on their way to their breeding quarters, were overtaken by an east wind and a great fall in temperature. All the insects at once took shelter, and the swallows, which can take their prey only when it is on the wing, were reduced at once to starvation. In the course of the night the wind developed into an ice-cold storm from the north-east, and the poor birds crowded into all the crannies of

## NATURAL HISTORY

GUILLED HATCHLING —  
— THE SWALLOWING LAMP —  
— IN PISA CATHEDRAL —

PROFESSOR J. H. JEFFCOTT.

Professor Jeffcott, now Professor of Engineering in the Royal College of Science, Dublin, has been elected to the Chair of Civil and Mechanical Engineering at University College, London. He is to take up his new duties in September.

(Photograph by Lafayette, Dublin.)

WITH PLASTER MOULDS FOR SECTIONS OF HIS GREAT WAX  
MODEL OF A FLEA: MR. IGNAZ MATASCH.

The latest model made by Mr. Ignaz Matasch for the American Museum of Natural History is the great flea, here illustrated—magnified to over 1,250,000 times the size of the insect in bulk. In other words, 1,250,000 actual fleas could be packed into his model if it were hollow. It is of wax, with bristles and hairs of German-silver wire.

(Photograph by Courtesy of the "Scientific American.")

examples. These creatures, before retiring for their winter sleep, accumulate a store of fat, which supports the flickering flame of life till spring returns. The swallows, and other migrants, do likewise before attempting their perilous journey southwards.

The explanation of the mystery probably lies in the fact that the temperature of the blood of the bird is so much higher than that of the mammal—hence the system cannot be sufficiently "slowed down" to induce "coma." The enforced migration is doubtless beneficial to the race, for during this ordeal the "unfit" are ruthlessly weeded out. But the ordeal by no means begins and ends with the actual migration.

SHOWING BRISTLES OF GERMAN-SILVER WIRE:  
THE WAX MODEL OF A FLEA.

(Photograph by Courtesy of the "Scientific American.")

the lee side of the cliff in hundreds of thousands; when morning dawned almost the whole host had perished.

Having regard to the debt we owe these birds for the service they render us in clearing the air of flies during the summer months, and bearing in mind the awful ravages made in their ranks during their journeys to and fro while on migration, every protection should be afforded them during their sojourn with us. Yet we allow thousands of martins to be displaced annually by sparrows. Those pugnacious pests seize upon the nests of these useful birds, who perforce leave us in the autumn without rearing offspring. The swallow and the martin, unlike the sand-martin, have become almost entirely dependent on man for building sites, affixing their mud-built nests under the eaves of houses or to the beams of barns and other out-buildings, though a few, even to-day, follow the more ancient custom of nesting on the face of cliffs or in caves. The confidence they display in us deserves a better reward than is generally accorded to them. W. P. PYCRAFT.

1,250,000 TIMES THE SIZE OF AN ACTUAL FLEA IN BULK: THE WAX MODEL  
OF A FLEA FOR THE AMERICAN MUSEUM OF NATURAL HISTORY.

(Photograph by Courtesy of the "Scientific American.")

WORK ON THE MOORE FLEA: THE REMARKABLE  
EXHIBIT UNDER CONSTRUCTION.

(Photograph by Courtesy of the "Scientific American.")

martin. The unvarying advent of these birds in the spring, and their departure in the autumn, presents us with problems which are as yet by no means solved. Time was, and that not so very long ago, when it was universally believed that they spent the winter with us, snugly ensconced in the mud at the bottom of ponds and shallow lakes! Among the records of our forebears are many most circumstantial accounts of this remarkable retreat. Some seem to have persuaded themselves that they actually witnessed the plunge into the chill waters—others, indeed, have asserted that they have verily seen them drawn up in nets and restored from their benumbed state. As an alternative, are assertions to the effect that these birds have been found in a state of torpor in holes in cliffs, and in hollow trees.

It need hardly be said, nowadays, that there is not a particle of truth in any of these circumstantial stories. We know now, of a certainty, that these birds winter in Africa—though whether they travel due south and take up their quarters on the west

The latter days of the past month must have tested the first-comers of our migrants to the very limits of endurance. None but the very strongest and quickest of perception could have contrived to find a sufficiency of insect food during the long-protracted period



# MONSTERS OF THE BACKYARD.—I.: COCKROACH; AND BUTTERFLY LARVA.

FROM "A BOOK OF MONSTERS," BY DAVID FAIRCHILD (DOWNTOWN TO BE PUBLISHED). COPYRIGHTED BY THE NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON. PHOTOGRAPHS BY DAVID FAIRCHILD.



A DOMINANT CREATURE IN THE YOUNG WORLD: THE COCKROACH, WITH HEAD TUCKED UNDER BODY.



WITH "EYE" SPOTS TO FRIGHTEN ENEMIES: THE LARVA OF A SWALLOW-TAIL BUTTERFLY.

There has been of late much discussion of what has been called "the spider sense"; that is to say, that "sixth sense" which, for example, enables certain people to "feel" that a spider is in their neighbourhood, creating in them a sensation of unease, even of fear. With regard to the first illustration on this page, we take the following from Mr. David Fairchild's notes on his remarkable photographic magnifications: "In carboniferous times the cockroach was a dominant creature, crawling over the giant club mosses and tree ferns which composed the marshy vegetation of the young world. This is the German cockroach. Its long, spiny legs are built for the scurrying for

which it is noted, while its slippery body enables it to squeeze through crevices and holes. It carries its head tucked under its body, as if looking for food, and its whip-like antennae, always in motion, detect at long range the presence of anything edible which can be crammed into its capacious crop." Of the second photograph, it is asked: "Is this, I wonder, an insect make-believe, a caterpillar mask, as it were, to frighten away enemies? The black-and-white eye-spots are not real eyes, but to a bird they doubtless seem so. Its real eyes are inconspicuous points at each side of the head, too small to appear in the photograph."

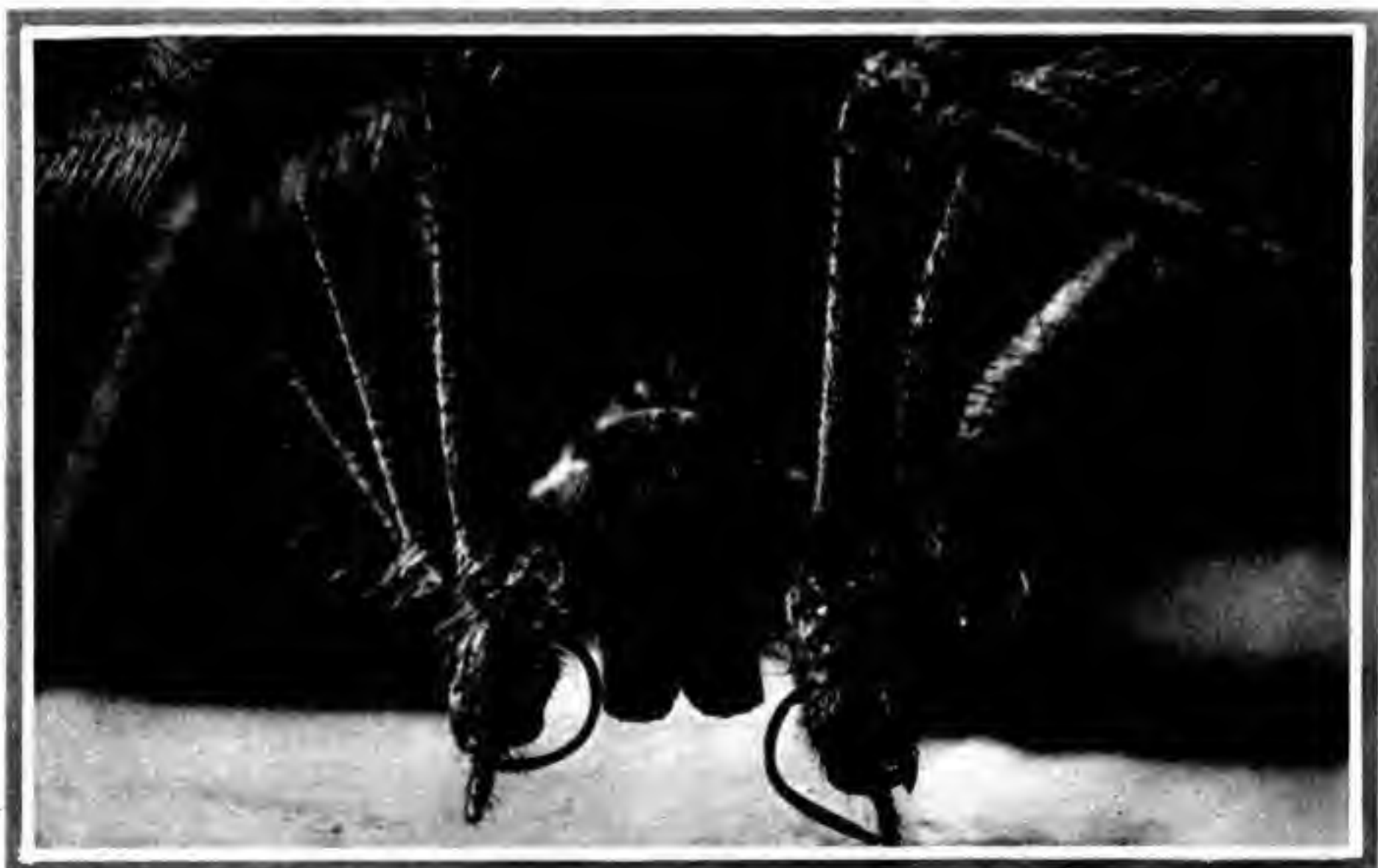


## MONSTERS OF THE BACKYARD—II.: SPIDERS—FEARFUL

FROM "A BOOK OF MONSTERS," BY DAVID FAIRCHILD (SHORTLY TO BE PUBLISHED). COPYRIGHTED



IF IT WERE THE SIZE OF A TIGER, ABLE TO CLEAR A QUARTER OF A MILE AT A BOUND! A JUMPING SPIDER; SHOWING FOUR OF ITS EIGHT EYES.



"IMAGINE BEING PURSUED ON EVERY HAND BY ENEMIES LIKE THIS, AND HAVING TO BE ON THE ALERT EVERY INSTANT OF YOUR BRIEF EXISTENCE": A MALE SPIDER.

As we remark on another page, on which we also give examples of the remarkable photographic magnifications by Mr. David Fairchild, there has been much talk of late of the so-called sixth, or "spider," sense; that sense which, for instance, enables certain people to "feel" that a spider is near them, creating in them nausea or fear. The following details are from the notes by Mr. Fairchild: (1) This jumping spider has eight eyes, four of which are invisible from the front. The eyes are diurnal, enabling the creature to hunt only by day. Its eight stout legs fit it for jumping forward or sideways with great ease. In comparison with its size, its jumping-powers are incredible. If it were the size of a tiger, it would be a beast of prey which could clear a quarter of a mile at a bound. It can sit on a branch and throw out an elastic dragline behind strong enough to bear its weight, and by this means it is able to jump at and catch its prey on the fly. (2) A spider from the fly's point of view is a terrible monster indeed. Its claws of polished chitin, sharp as sword-points, each with an aperture leading to a sac filled with deadly poison; its array of eyes of different sizes, its mottled, hairy skin covered with hollow sensitive bristles, must



# INDEED TO THOSE WITH THE "SIXTH SENSE."

BY THE NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON. PHOTOGRAPHS BY DAVID FAIRCHILD.



FROM THE FLY'S POINT OF VIEW: A SPIDER, A GREAT FIGHTER IN THAT PERPETUAL STRUGGLE FOR EXISTENCE GOING ON AT MAN'S FEET.



BUILDER OF A TURRET, OR WATCH-TOWER, ROUND THE ENTRANCE TO ITS SILK-LINED HOLE, SO THAT IT CAN SEE ITS PREY MORE READILY THAN FROM THE GROUND: THE EIGHT-EYED WOLF-SPIDER.

strike terror to the heart of any fly or cockroach which may happen in its neighbourhood. (3) It is hard for man, who has conquered all the beasts of the forest by his superior intelligence, to realise what a struggle for existence is going on about him in the grass beneath his feet. Imagine being pursued on every hand by enemies like this, and having to be on the alert every instant of your brief existence lest you fall into the clutches of some absolutely merciless monster. (4) This is not the photograph of a Polar bear, but that of the wolf-spider, with a battery of eight eyes on the top of its head and poison fangs hanging below. Behind and above the fangs and hidden in their shadow is the creature's mouth—toothless and made for sucking only. Of his eyes, the two in the centre in front are supposed to be for use by day, while all the others are nocturnal, enabling him to stalk his prey at dusk. It does not spin a web, but lives in a silk-lined hole six or eight inches deep, which it digs in the ground and around the entrance to which, out of sticks and grass, it builds a turret or watch-tower, from which it can see its prey more readily than from the ground.



## FULL SIXTY CENTURIES OLD: A FINE EGYPTIAN SCULPTURE.



FROM THE FAMOUS GREEN DIORITE STATUE IN THE GIZH PALACE: KHAFRA, OR CHEPHREN,  
FOUNDER OF THE SECOND PYRAMID OF GIZEH.

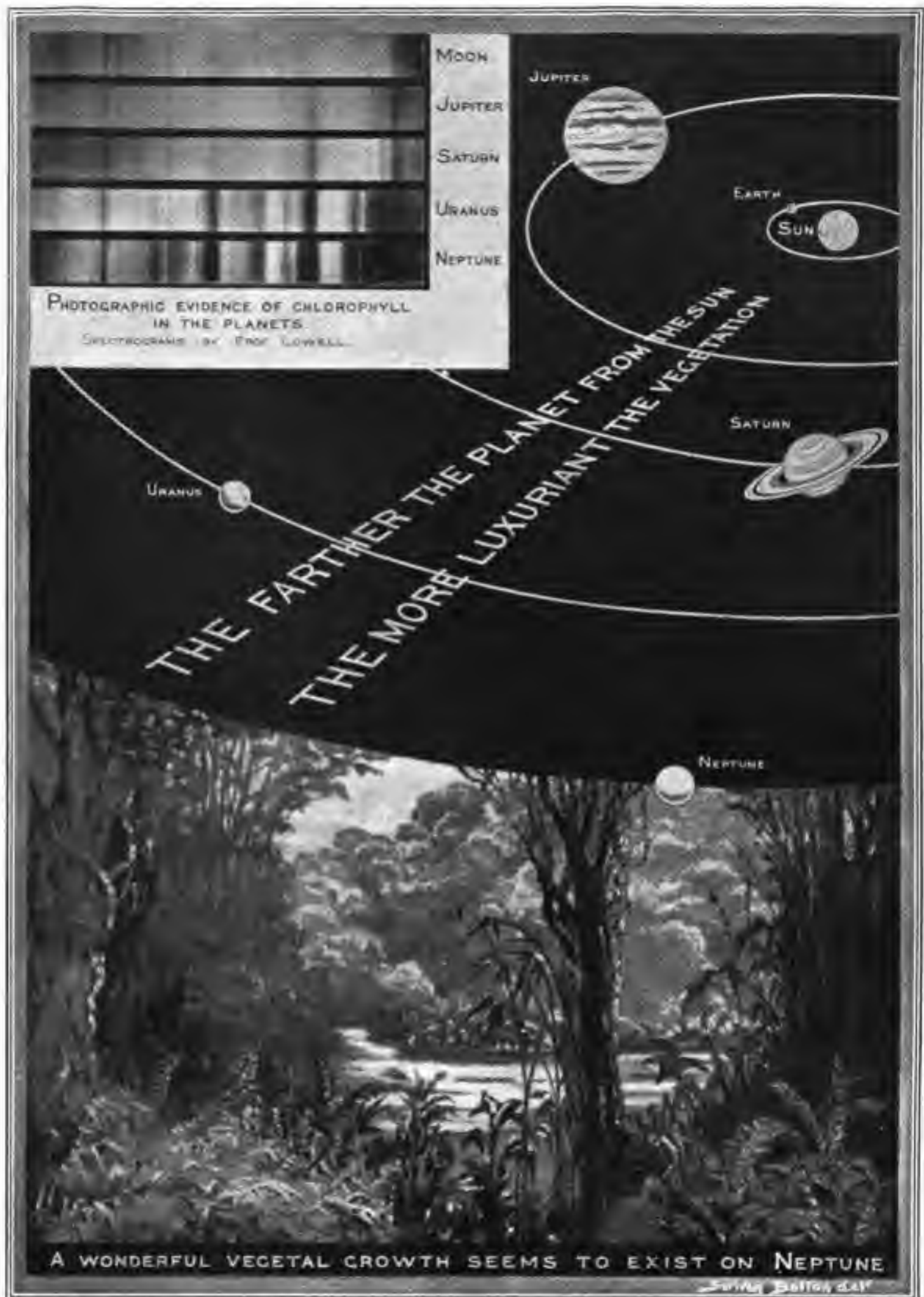
Mariette wrote of that green diorite statue of Khafra, or Chephren, which is in the Gizeh Palace: "The statue of Khafra, the founder of the Second Pyramid, is remarkable not only for its great age—sixty centuries at least—but for its breadth and majesty, as well as for the finish of its details. It also throws an unexpected light across the history of Egyptian Art, and shows that six thousand years ago the Egyptian artist had but little more progress to make." The Second Pyramid of Gizeh, or Pyramid of Khafra,

was originally 472 feet high and 706 in base-measurement. There are over a hundred pyramids in Egypt, and it is generally accepted that they were tombs of kings. They were so planned as to ensure permanence, concealment, and security from violation: they were hermetically sealed, showing no indication of the place in which the mummy rested. Khafra, Egyptian King of the Fourth Dynasty, was the son and successor of Cheops. The Great Pyramid is that of Cheops.



# WONDERS OF THE HEAVENS: VI. PLANT-LIFE ON THE PLANETS?

DRAWN BY SCRIVEN BOLTON, F.R.A.S.



DOES VEGETATION EXIST ON PLANETS OTHER THAN OUR WORLD? THE SPECTROSCOPE SUGGESTS THAT THE PRESENCE OF CHLOROPHYLL ON THE PLANETS MEANS THAT THERE IS A VEGETAL GROWTH ON THEM.

Discussing the question "Does vegetation exist on the planets?" and pointing out that spectroscopic discovery leads to the inference that chlorophyll is common to other worlds than ours, Mr. Scriven Bolton writes: "Our knowledge concerning this vexed problem has been greatly enhanced by a remarkable series of spectroscopic photographs of the planets (shown above) taken by the well-known astronomer, Professor Lowell, in the clear skies of Arizona. In these spectrograms are certain dark lines which do not appertain, like the rest, to metals such as exist on the earth. Exhaustive

experiments have shown that chlorophyll, the green colouring matter of plants, gives a spectrum coinciding precisely with the newly discovered lines; and the evidence is apparently convincing that we have here a photographic clue to the existence of vegetation in our neighbour-worlds. A curious feature concerning this discovery lies in the fact that what we regard as a manifestation of chlorophyll is exhibited more distinctly the farther the planet is situated from the sun. Starting at the earth outwards, on each successive planet vegetation becomes more abundant."



## Gilded Fairies and Highly-Coloured Mortals: "A M

FROM THE LONDON THEATRE. PHOTOGRAPHS SPECIALLY TAKEN FOR "THE ILLUSTRATED LONDON NEWS."



1. WITH GILDED FACE AND GOLDEN DRESS: "A MIDSUMMER NIGHT'S DREAM" FAIRY.

2 and 3. THE MEETING OF THE GILDED TITANIA AND THE GILDED BOY AND MR. DENNIS NEILSON-TERRY AS THE KING OF THE FAIRIES.

5. THE LION IN "PYRAMUS AND THISBE": MR. NEVILLE CARTSIDE AS SNUG.

6. MISS LAURA COWIE AS HERNIA.

Mr. Granville Barker's presentation of "A Midsummer Night's Dream," at the Savoy, has aroused very special interest; for the famous producer has divided the Mortals and the Immortals very sharply by showing the people of the fairy kingdom with gilded faces and in golden dresses. The "Times" critic summed up very well when he wrote: "Is it Titania's 'Indian Boy' that has given Mr. Barker his notion of Orientalising Shakespeare's fairies? Or is it Bakst? Anyhow, they look like Cambodian idols and posture like Nijinsky in 'Le Dieu Bleu.' But the most startling thing about them is that they are all gold—gold hair, gold faces, gold to the tips of their toes. A golden Oberon is flouted by a golden Titania. Peas-Bllossom and Cobweb and Moth and Mustard-Seed are golden children—the only children among these fairies—three in flakes of gold, and the fourth in golden haggard



# "A Midsummer Night's Dream," at the Savoy Theatre.

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FROM: MISS CHRISTINE SILVER AS THE QUEEN OF THE FAIRIES  
FAIRIES WITH GOLDEN IMMORTALS OF THEIR TRAINS.

2. MISS LILLIAN MCCARTHY AS HELENA.

4. WITH GILDED FACE AND METALLIC MOUTHACHED AND HAIR: AN IMMORTAL.

8. MR. DONALD CATHROP AS PUCK—THE FIRST MAN TO PLAY THE PART SINCE ELIZABETHAN DAYS.

... comes out of 'Sumurun.' . . . On the gold is one single patch of scarlet. This is Puck, with a baggy wig and baggy breeches, a husband. . . . As for Theseus and Hippolyta and their train, we do not know where their dresses come from. We can only make shots. Is it from the mural decorations of Minos's Palace unearthed in Crete? But some of them seem Byzantine and suggest a Ravenna fresco. All men and women alike, wear 'peg-top' trousers, tight at the ankle. But in the last scene, at the performance of 'Pyramus and Thisbe,' they, so to speak, put on their evening clothes—flowing Greek robes. . . . But it is not of these one thinks in the end. The mind goes back to the golden fairies, and one's memories of this production must always be golden memories."





## ART NOTES.

ALL the small galleries are, as happens at this time of year, in the hands of a skirmishing army of exhibitors: the Academy has its advance-guard, Mr. Oliver Hall's cabinet pictures at the Leicester Galleries are of a sort much more suitably housed in small quarters than they could ever be at Burlington House. Mr. Hall's quality is very quiet. He is conscientious rather than compelling, and though one grows fond of several of his landscapes before one leaves his company, it is only by dint of looking. Mr. Hall asks for one's attention: he never lays hold of it with violence. Even in the Postage Stamp Room at the Academy his canvases would run a risk of being mislaid. That room is too often a death-letter office for pretty things that lack only the suitable advertisement of size. And Mr. Hall, as it happens, lacks not only size, but the sense of it. His picture of the Pope's Palace at Avignon is delightful in everything except its rendering of the towering walls, which he slights. Miss Winifred Austin's water-colours of birds and beasts, also shown at the Leicester Galleries, achieve a success where most have failed. Her point of view is the naturalist's, and yet her drawings are not dull; her precision has not ousted a talent for decoration. In the "Green-Winged Teal," the "Kingfisher," and the "White Gull" she shows a quality that may soon ripen into a real ability for picture-making.

Two or three years ago Sir William Blake Richmond corrected, with a couple of landscapes, the long-standing impressions made upon observers of his career. The freedom and fervour of those two canvases swept away the memory of the desolate stencilling in St. Paul's, and of a whole sequence of portentous decorative compositions. They almost persuaded one that his trade against Post-Impressionism was a despairing slap administered by the official Sir William, R.A., to the less orthodox studio-companion—to the painter, that is, of those haphazard and delightful impressions of the Italian scene.

The less orthodox Sir William Richmond has triumphed over his old-established brother. All the paintings of Umbria and Assisi gathered in the rooms

of the Fine Art Society are characteristically cheerful—and the more informal the more charming. "The Ladyway, San Geronimo." In the Garden, S. Damiano. "The Infirmary of S. Chiara," and all such quaint hole-and-corner pieces, are attractive. A muddle of vine-leaves against the sky, a distempered granary sparsely furnished with barrels and grain, a crooked stairway, a broken pergola, and oddments of sky and plain are the things that have taken the heart of our one-time classicalist. Even the cypress is now too

Mr. Keith Henderson's drawings, shown in another room of the same establishment, are very stout in treatment and very whimsical in subject. His work reminds us of the voice of a well-mannered little girl relating fabulous anecdotes—a tiny, careful voice pronouncing miracles. Mr. Henderson uses the things about him for the illustration of his extravaganzas: modern young men in blazers are his knights, and the maidens in his enchanted gardens are such maidens as young artists have for sisters.

The best preparation for the Academy, if one believes in the process of hardening, is a visit to the one-hundred-and-fifth exhibition of the Royal Institute of Painters in Water-Colour. It is an Academy-and-water instead of an Academy-and-oil. It is a question, as at the Academy, of making search for the things you care for. They are not very many.

With the opening of the little exhibitions came the reopening, or partial reopening, of the National Gallery. For once Trafalgar Square could fairly be included in the round of critical picture-seeing. The knowledge that half the rooms were still closed increased one's desire to cross the offended portals and to fathom the discomforts of the confined and anxious and over-policed interior. Never since the re-hanging and re-papering has the National Gallery been quite itself. Of old it was oddly arranged and badly decorated; it was shabby and disorderly, but very much beloved. The younger generation may grow up to care for it as it is. The walls in the nature of things will fade; the pictures with long practice will come to look as if they belonged to their new situations; but for the time being the National is far from home-like, and the new regulations add considerably to the sense of dispossession. The things one oddly wants to see (if one happens to be blessed with keen desires) prove always to be behind closed doors. Twice have I been there to find only the Western Gal-



SOLD FOR £6000 AT THE SALE OF THE ASHBURNHAM SILVER. A GEORGE I. SILVER-GILT TOILET SERVICE MADE IN 1719 FOR THE WIFE OF A SHERIFF OF LONDON.

The largest "lot" in the recent sale at Christie's of the famous Ashburnham silver, which realised a total of £60,000, was the silver-gilt toilet service here illustrated. This alone fetched £10,000, being bought for that sum by Messrs. Christie Bros., the well-known silver- and goldsmiths, of 22, Old Bond Street, by whose courtesy we reproduce these photographs. It was made by Benjamin Pyne in 1719. And in the "lot" were also included a helmet-shaped rose-water ewer and oval dish made by William Lakin in 1718, and a pair of ewers by F. Billingsley. The toilet service is engraved with the arms of Crowley, impaling Gower. Sir Anthony Gower became Sheriff of London in 1706, when his arms were granted to him. His son and heir, John Gower, of Barking, Suffolk, had a daughter, Elizabeth, who married John, second Earl of Ashburnham, in 1726. It was no doubt through her that this fine toilet service, an example of one of the best periods of English silver, came into the Ashburnham family. Some of the pieces in the group at the top of our illustration appear again below.

orderly for him; he is much happier in his rendering of a straggling vine or twisted and misty olive. In the cloisters of San Damiano he has been particularly successful; both the drawings made there are full of the fretful radiance of flowers in mid-day sun.

eries open—though the Western Galleries seem to include the Central Gallery at the top of the stairs. That Central Gallery should, and probably will, be left open, whether it is a day of Western or Eastern closing. The new lecturer has been established at an inopportune moment, but he will survive it.—E. M.



## BY A BRITISH ETCHER: A STRUCTURE FAMOUS IN THE UNITED STATE

FROM THE ETCHING BY W. MARR



### THE LONGEST SUSPENSION BRIDGE IN THE WORLD: THE EAST RIVER BRIDGE—COMMONLY CALLED BROOKLYN BRIDGE

The East River Bridge, popularly known as Brooklyn Bridge, was set up after a good deal of agitation to add to the means of communication between New York and Brooklyn. It is the work of Colonel W. A. Roebling; was begun in 1870; and was opened to traffic in 1884. The foundations are of solid concrete resting

upon rock; the central span is 1595 feet long and 135 feet above high-water; the total length is 1 mile and 468 yards. The structure can be used by 41 pedestrians and 1440 vehicles an hour; and it has been claimed for it that 43,000 passengers are carried over it and that 12,000,000 people walk over it yearly.





DRAWINGS BY A. HUGH FISHER.

## VIGNETTES OF EMPIRE.—XXVII: WEI-HAI-WEI

ON the fourth day after leaving Shanghai I reached San Kan Bay and passed a lighthouse on what is called the North East promontory, about thirty-one miles from Wei-Hai-Wei, the territory leased to Great Britain by China in 1898. The hills of this coast look bare, but the ground is almost all cultivated, and I could make out the shadows of the lines of terracing against the tawny colour of the dry grass. The Commissioner's launch came out to take me from the steamer to a substantial stone jetty in Port Edward on the mainland. This was two miles beyond the island of Liu Kung, which helps to shelter the harbour from the northerly gales, and upon which are situated the marine barracks and the naval hospital.

The hills slope down to the water, and the town seems built in tiers, with Government House at the top of one side watching over land and sea. The territory covers about 285 square miles, and includes three hundred villages with a native population of 150,000 exclusive of the walled Chinese city of Wei-Hai-Wei. This latter is a strange though picturesque anomaly. Within a gun-shot of Government House lies this enclosed fragment of China over which the British have no more jurisdiction than fifteenth-century London aldermen had over the sanctuary of St. Martin-le-Grand.

From Government House, where a smart Chinese police-guard—all that remains of the former Chinese Regiment—act as sentries, there is a magnificent

the walls of the Chinese city I passed a Franciscan Catholic Mission, and near it, in a fenced enclosure, great heaps of scrap-iron from the war-ships sunk at Port Arthur.

A wide middle road divided the city within the walls of which I first visited a Confucian temple. Behind the chief altar sat an image of the great sage

their rocky summits and a few stretches of oak-scrub lower down. Near several villages we saw stone monuments to female constancy, columns erected to the memory of widows who had never remarried, a curious title to respect among a people who consider women to have no mind of their own, nor to be capable of taking the initiative in anything.

It was market day at Fenglin, one of these villages, and the main street was thronged with country people with frank, healthy-looking faces by no means yellow. There was much black pottery of local manufacture. Among the numerous stalls there was even one for books.

Near the end of that street we came upon some that were weeping and lamenting with loud voices. A funeral procession was crossing a stream under flickering sunlight that came through the willows. A canopied stand was carried in front of the procession with a tablet inscribed with characters about the dead—a woman in this case—and after the hearse and the chief mourners walked a group of women wailing loudly.

These little agricultural villages are administered through their local headmen; and the headman of Fenglin, who has the surrounding district also under his charge, and collects land and road taxes, put his best clothes on and came out with his grandchildren to welcome the Commissioner—appreciating highly one who could speak as well his own tongue.

It is largely due to Sir James Lockhart's interest in the people under his charge that at Port Edward, within the precincts of a temple of the Goddess of



ON THE ISLAND OF LIU KUNG, OFF WEI-HAI-WEI: AN ARCH IN THE QUADRANGLE OF THE ROYAL NAVAL HOSPITAL.

(of whom, by the way, a literal descendant still survives), the remarkable contemporary of Pythagoras and of Cyrus, King of Persia; and on either side of this were figures of his favourite disciples; Mencius and Tsengtzu on the left, and on the right, Sen-tzu and Yen-tzu. Above the altar in large golden characters hung the motto, "Among living mortals never has there been one like him," and over this, also in gold characters upon a red ground, "Teacher and model for all ages." Farther along the same street stands an open-air stage for theatrical performances, a stone platform, five feet high, with tall stone columns at the corners to support a roof.

The distinguished Commissioner, Sir James Stewart Lockhart, who has an exceptionally thorough knowledge of the Chinese language, took me one morning on a long pony ride to some of the inland villages. The houses were of stone and thatched with sea-weed, which had weathered to a silvery-grey. They were less substantial than they appeared, as the binding material was only of mud. The air was fresh and bracing—hills to the right of us, terraced except for



NATIVE AGRICULTURAL PRODUCE AT WEI-HAI-WEI: CHINESE PEASANTS BRINGING IN PEANUTS FOR EXPORTATION.



WHERE SONS OF ENGLISHMEN STATIONED FURTHER SOUTH IN CHINA ARE EDUCATED: A SCHOOL FOR BRITISH BOYS AT WEI-HAI-WEI.

view of sea and mountains. The highest peaks, called Lansdowne and Goschen, are so shaped as to make their modest altitude (some three thousand feet) appear much greater. To the east below lies the town of Port Edward, and across the harbour the island of Liu Kung with its signal station, while near the shore a number of trading junks are usually at anchor. It was here that the Chinese fleet in 1895 sought safety after the fall of Port Arthur.

The morning after my arrival was market day at Port Edward. The main street seemed to be full of turnips, cabbages, sweet potatoes, and wads of fir and scrub-oak for fuel. Mules and donkeys from inland villages were tethered along a wall, near which lay stores of pea-nuts ready for exportation. Piled up near the town I saw some fine timber, but learned that it had all been brought from the Yalu by sea. As I walked towards



STONE MONUMENTS TO FEMININE CONSTANCY: COLUMNS TO THE MEMORY OF WIDOWS WHO NEVER REMARRIED, IN THE COURTYARD OF THE TEMPLE OF THE GODDESS OF HEAVEN AT WEI-HAI-WEI.

Heaven, there is a library and reading-room where the Chinese clerks of the city hold the meetings of a social club of sixty members.

The air of the district of Wei-Hai-Wei, the chief importance of which to us is, of course, as a naval base, is undoubtedly healthy on the sea cliff, and a school for the sons of Englishmen stationed in more southern parts of China has excellent conditions. In the summer, when Shanghai becomes trying, holiday folk make this northern settlement gay with picnic and bathing parties; but with a keen wind blowing and snow driven upon it in a veritable blizzard, as it was towards the end of my visit, very few English care for its winter, and in January one meets now besides the small permanent staff, an occasional naval officer from a ship that has put in for coal, or a novelist hunting for seclusion. A. HUGH FISHER.



# CONTEMPORARY OF PYTHAGORAS AND CYRUS: THE SAGE OF

DRAWN BY A. HUGH FISHER.



THE GREAT CHINESE MORALIST WHO DIED ABOUT 2400 YEARS AGO, AND OF WHOM A LINEAL DESCENDANT  
AN IMAGE OF CONFUCIUS IN A TEMPLE AT WEI-HAI-WEI.

"A wide middle road divided the city within the walls of which I first visited a Confucian temple," writes Mr. Hugh Fisher in his article on Wei-Hai-Wei on the opposite page. "Behind the chief altar sat an image of the great sage (of whom, by the way, a lineal descendant still survives), the remarkable contemporary of Pythagoras and Cyrus, King of Persia; and on either side of this were figures of his

favourite disciples, Mencius and Tsengtsu on the left, and on the Yensu. Above the altar in large golden characters hung the most mortals never has there been one like him,' and over this, also upon a red ground, 'Teacher and model for all ages.' The chara in front read, 'The shrine of the perfect sage and former teacher,



## PEACE IN MEXICO: PATZCUARO LAKE AND PAPANTLA PYRAMID.

**WRITING** of Lake Patzcuaro in his "Mexico," Mr. C. Reginald Enoch says: "Why the Aztecs left their northern home is not known, even in legend, but they were instigated to their wanderings, tradition says, by their hated war-god, Huitzilopochtli, so Mexica, from whence came the name 'Mexico,' or 'Azteca,' by which these people called themselves. From the beginning of the tenth to the beginning of the thirteenth century A.D. this tribe (which included Tezuchitlan) pursued and captured on its southward way, from valley to valley, from lake to lake, from Chapala to Patzcuaro, and thence to Tula, the old Toltec capital. Once more dispersed, they wandered on, and,



guided by their gods, reached their final resting-place at Tezuchitlan." Of Papantla he says: "In company with Tezuchitlan at Tezcuco, and Papantla, in the State of Vera Cruz, Cholula is ascribed to the Toltecs." The Toltecs, it may be noted here, were a prehistoric people of Mexico and Central America. To them the Aztecs and the Mayas ascribed their arts and all those ancient monuments whose origin they did not know. According to some writers, it must be added, the Toltecs are Teotihuacan. The Aztecs are so called from Aztlan, the mythical northern land of the Seven Caves, from which they migrated to the south to set up a powerful empire in the valley of Mexico.



1. VISITED BY THE AZTECS WHEN THEY LEFT THEIR NORTHERN HOME: PATZCUARO LAKE.

2. ASCRIBED TO THE TOLTECS; FABULOUS ACCORDING TO SOME, TO OTHERS GIVERS OF ART AND MONUMENTS TO THE AZTECS: THE PYRAMID OF PAPANTLA.

Writing in the book already quoted, Mr. Enoch says of that country which Cortes called "New Spain": "Here, for the first time, the Spanish explorers in their wanderings had come across an organised nation with an advanced civilisation and polity of its own. . . . Here in the land of the Aztec federation three potent states, with vast dependencies from which countless hordes of warriors might be drawn, were

ready to stand shoulder to shoulder and resist the claims of the white demi-gods, mounted on strange beasts, who came upon giant sea-birds from the Unknown, beyond the waste of waters. But the fatal prophecy of the coming of the avenging White God, Quetzalcoatl, to destroy the Aztec power, paralysed the arm and brain of Montezuma, and rendered him . . . a prey to the diplomacy, the daring, and the valour of Cortes."



*"Teach without noise of words—without confusion of opinions—without the arrogance of honour—without the assault*

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The following, compiled from a Work of an eminent Pathologist—Now our bodies are like houses in more than one respect, and it is although each house may be dusted out once a day, there is a regular cleaning up with extra sweeping once a week; and in addition to the CLEANING of the whole house. Dinner Pills and stimulating diet are like the daily dusting, and while they may answer for some persons, they require additional assistance, and if this be not given to them by means of a cholagogue purgative, they have unpleasant reminders by getting bilious vomiting, and generally they are obliged to fast for at least one day during the continuance of the headache.



G. B. Edwards, Paint.

Engr. by F. Bartoloni

## SPRING.

*"The sweet-scented buds all around us are swelling. There are songs in the streams, there is Health in All the functions of the nervous system at this VERNAL SEASON of the year have a period of maxi*

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## MUSIC.

LAST week's concert, given by the London Symphony Orchestra, under Safonoff, went far to prove that, for the finest reading of Russian music, you must seek a Russian conductor. Tchaikovsky's "Fifth Symphony," directed by Safonoff, came with a sense of revelation, even to those who may claim a certain familiarity with the score. M. Safonoff appears to have taken a few very slight liberties here and there, but the end justified him; and the applause that followed the performance was quite as much a tribute to the conductor as to the orchestra and composer. The cry against foreign conductors is roused again and again, not without a certain reason. Englishmen complain that they get very little chance. The fact remains that the Germans, the Dutchmen, the Austrians, and the Russians who come over here can give us finer renderings of masterpieces than our own conductors can. If we had more orchestras in England, and if music were subsidised in all the great cities—as, of course, it should be—the case would be different; after a time we, too, should have great conductors in plenty. At present such a performance of Tchaikovsky's Symphony as M. Safonoff secured last week, remains an unanswerable argument in favour of existing conditions. The present system has the further advantage of supplying us with specialists—a Steinbach for Brahms; a Safonoff for Tchaikovsky; and other Russian composers who have sat at the feet of Rimsky-Korsakov, a Nikisch for Weber and Wagner.

The Royal Philharmonic Society completed its hundred-and-second season last week with an extremely interesting concert, under the direction of Heer Mengelberg. Although the performance of the "Eroica" Symphony was very highly praised, it may be suggested that the first movement was rather colourless, and that in the

second the conductor allowed himself to lay too heavy a stress on details. It is, of course, merely a matter of opinion, and no reading will please everybody. The last movements were undoubtedly the best, when both conductor and orchestra had warmed to their work. The soloists of the occasion were Miss Muriel Foster, who was presented later in the evening at a neighbouring restaurant with the gold medal of the Society—a coveted distinction given only to the greatest artists—and Mr. Frederic Lamond. Their work provided a curious illustration of the power of personality in conjunction with great gifts. Miss Foster sang an Aria by Max Bruch, the lament of Andromache for Hector; and Mr. Lamond played the solo part in Tchaikovsky's familiar Concerto in B flat minor.

performer held the house spellbound. So the Philharmonic season of 1913-14 came to a brilliant close, and the programme told of the arrangements already made for the hundred-and-third season that will open in October next. Safonoff and Mengelberg will conduct.

Miss Gabrielle Vallings, who gave a first recital at Bechstein's last week, is a capable young singer who will be well advised to continue her studies. She has a pleasant soprano voice, a fine feeling for musical expression, and no definite faults that prolonged training should not remove. Perhaps she has not quite realised the high standard of performance that is required in London to-day, but there is every reason to believe that she will satisfy all requirements later on. Mr. Frank Gleeson, who assisted Miss Vallings, is also a little too soon in his appeal to the public.

Good Friday music is being offered on a very generous scale. A performance of "The Messiah" by the Royal Choral Society at the Albert Hall, a sacred concert at the Queen's Hall, an extremely attractive double programme at the Crystal Palace—these are only some of the performances. Writing of the Crystal Palace is a reminder that Lady Grove, wife of Sir George Grove, editor of the famous "Dictionary of Music," has just passed away in ripe old age at Sydenham. Music-lovers who were members of Sir George Grove's large circle in the 'eighties and early nineties will always remember with pleasure the gatherings at the

musical that Lady Grove displayed.

Mr. Shapiro, who brought his orchestra to the Queen's Hall on Saturday last, has made arrangements to develop considerably its scope and its activities. There should be room for developments if we may judge by the excellent work accomplished by the orchestra at recent Sunday concerts in London.



GERMAN METHODS OF ILLUMINATION FOR NIGHT FLYING: A BEACON AND TURNING-PLATES TO GUIDE THE PILOT TO LAND. German airmen have recently been paying much attention to night-flying. The aeroplanes in Germany are well lit at night, and various devices are used to make an aeroplane in descent safely. The beacons are shown from right to a distance of nearly thirty miles. In the middle of the ground are two automatic turning-plates, with discs to show the direction of the wind. The letters in the illustration are, of course, the four points of the compass.

It is impossible to describe the aria or the concerto as work of the very first class, though one would not question the dramatic quality of the first or the extraordinary cleverness of the second; but Miss Foster made the grief of Andromache as real that the conventional surroundings of the concert-room seemed to be lost, and Troy was nearer than Oxford Circus. Mr. Lamond made the concerto sound, in parts, like a work of genius, instead of a monument of virtuosity; and each

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# DEWAR'S

KEEPS YOU SMILING



## LADIES' PAGE.

THERE is at the moment a revival of interest in the life and reign of Queen Victoria, as a natural result of the opposing cries that the monarch has no right even to express, and far less to assist, any views at all on the politics of his country, and the converse claim that in the last resort certain rights that under the Constitution rest in the hands of the monarch ought to be exercised. Mr. T. Gibson Bowles's new *Candid Review* has for its chief article one giving enthusiastic praise for her initiative and personal influence on the country's affairs to "this great Queen," "this great constitutional monarch," who is said to have "in all her acts showed the strongest sense of her duty, and the courage and determination to do it," and to have "scornfully refused to be a mere signing machine." References are given in this interesting sketch to letters in political memoirs and other documents which show that after, just as before, her widowhood "she by no means subjected herself to or even waited for Ministerial advice, but repeatedly intervened with advice and direction, sometimes with grave warning." The case specifically cited (on the authority of the "Life of Lord Granville") is the desire of the Ministers of that day to plunge England into war with Germany in 1864 on the Danish question. Queen Victoria declared that she would, if necessary, openly resist this, even if the Foreign Minister resigned on that account, for "there are duties and convictions so sacred and so strong that they outweigh all other considerations," and she is quite determined upon it, solely from a regard to the safety of this country and of Europe in general. "Opinions may plainly differ—such are being warmly expressed, in fact—as to whether the late Queen was right or wrong in thus asserting herself, but the fact remains that she won the day with her Cabinet, and thus "saved her people from a war that might have been disastrous."

Nor was this by any means a solitary instance. That lovely little lady—"a heart of gold and a will of steel enclosed in a tiny woman's form," as Sir Theodore Martin described her—kept her hand on the helm of the ship of State, and again and again by a firm but tactful pressure she personally guided the destinies of this great Empire. Many people are now saying that this ought never to be done by the Sovereign. That is matter for argument, no doubt. But the fact remains that Queen Victoria not only did it, but that she acted in this sense so tactfully and quietly, with such judgment as to the moment when to intervene and such wisdom in the manner of doing it, that she won from men no less wilful and arrogant in their acted power than any party leaders can be at any time—Pitt, Palmerston and Gladstone, for instance—concession to her views and submission to her authority. The difference between such quiet and early assertion of her opinion and her will as Queen Victoria seems to have always made at exactly the right moment, and a public interposition of the personal views of a Sovereign in the rush of a heated crisis, is to be compared to the curb put on a spirited mount



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at the proper time, and an attempt to check a runaway with the bit between his teeth.

Queen Elizabeth's position was far different, for she and her great Minister, Balfour, were not under control by the House of Commons. As Mr. Asquith has recently reminded us, "Queen Elizabeth, on one occasion, at the end of a single session, opposed the Royal Veto to no less than forty-eight out of ninety-one Bills which had received the assent of both Houses of Parliament." Nevertheless, she, in the method of her day, regarded her regal responsibility as personal. She sought abundant counsel, and sometimes hesitated long before deciding; but still, as it was recorded by one of her statesmen, "when all have said their say, she wills what she wills." It is not easy for us to grasp this position now that matters are so different; yet it is surely notable and interesting that in each condition a woman has proved so competent—indeed, so singularly great—a ruler.

The authority of the Kaiser's great mind is exercised on all sorts of subjects. His Imperial Majesty has just ordered that dinner shall be consumed from start to finish in forty-five minutes! This may be long enough for one or two people, who can get served as fast as they can eat, but for a dinner-party it must mean indigestion or deprivation. Royal people can hardly judge such matters for the rest of the world; the conditions are different. Louis XIV. is recorded to have once remarked with great surprise and very severely, "I nearly had to wait." Other people inevitably have to wait more or less often. Hurried eating is in any case a mistake, from the point of view of health and good manners. Bolters are most objectionable table companions. Nature herself has rendered moderately slow eating necessary by placing in the saliva, that is drawn forth and mixed with the food only during mastication, some elements very necessary for digestion. Then, quite apart from hygiene and good manners, is there to be no time allowed for the feast of reason and the flow of soul? Besides, the material pleasure of eating (justly described as "the first to come and the last to remain" of life's enjoyments) resides in the mouth. Mr. Pelham, as Lord Lytton's readers will recall, took out with him to dinner his own knife, which had a jagged edge; his fork, which was so small that it would only lift a moderate portion to the lips; and his spoon, of particularly shallow dimensions—all contrived on purpose to counteract a "most unhappy failing" of his temperament, that of eating too fast. "One often hurries over in one minute," he explained, "what ought to have afforded the fullest delight for the period of five—a shameful waste of the gifts and a melancholy perversion of the bounty of Providence." Too much time spent at table is swinish and disgraceful. Three hours was considered none too much for a formal dinner to last in later Georgian days; the author of the "Almanach des Gourmands" advises five hours; and tradition declares that some of the Roman Emperors spent whole days at table! But the German Emperor's forty-five minutes hardly "strikes the happy mean."

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## TWO STORIES OF DÉBÂCLE.

THE Franco-German War was the last conflict but one to retain the grim picturesqueness of fighting as it was before the days of long range, open order, and a front so extended that the operations cannot well be grasped by any single spectator. It abounded in what Napier calls, in his "Peninsular War," "combats," as distinguished from battles proper. These live for us in the canvases of Detaille and De Neuville, and also in the records of Forbes and other observers. A new and most valuable addition to the history of 1870-71 now appears in "My Days of Adventure," by Mr. Ernest Vizetelly (Chatto and Windos), who has set down his reminiscences of scenes in which, as a youth of seventeen, he played an active and stirring part. To this journal his book is of exceptional interest, for his father, Mr. Henry Vizetelly, was Paris correspondent of *The Illustrated London News*, and the author was closely connected with the collection and despatch by balloon post of the material for our illustrations of the siege of Paris. The sketches and descriptions were entrusted to Nalair, the famous arrondissement, who evaded the prohibitive regulations as to the very limited size of postal packets, and personally undertook the care of the rather bulky parcels without passing them through the hands of the postal authorities in Paris. Only one packet went astray! Those who are familiar with our illustrations of the war will recognise in Mr. Vizetelly's narrative the genesis of many a picture that possesses historic interest; and one is tempted to wish that some of these had been reproduced together with his text. The whole drama of the earlier part of the siege is here intimately described with a vigour and freshness that discounts the intervening forty-three years. Mr. Vizetelly still sees those great scenes with the eyes

of youth; and although he writes with the tempered judgment of a historian, it is the surviving touch of young enthusiasm that makes his pages so charming. Most important is his account of the later operations under Chanzy in the north-west. These have been so obscured by the events previous to the siege of Paris and by the siege itself that many who are otherwise well-informed about the war have only the haziest ideas about the Army of the Loire and the capture of Le Mans. Fortunately, Mr. Vizetelly got a safe conduct out of Paris in November, and joined one of Chanzy's ambulances. It is to this that we owe a new chapter of history. His work is not more vivid

that before long he may keep his hinted promise to tell the story of the Commune.

During the days of that upheaval, among those Parisians who fled to London was the eldest son of the First Consul, Count Léon, whose strange history is told by Mr. Hector Fleischmann in "An Unknown Son of Napoleon" (Eveling Nash). This notorious adventurer is hardly "unknown," but the majority of readers who delight in popular romances will not cavil at the epithet. Léon was the son of Flémore Dénelle de la Plaigne, daughter of a pair of sharpers. She married a rascally Quartermaster, Frey, whose *Odyssée* gives Mr. Fleischmann the opportunity for a narrative as cynically diverting as his account of Léon himself. Flémore was a pupil at Mme. de Campan's school for young queens-to-be, and there she learned the arts most useful to her. Napoleon captured her, and soon grew tired of her utterly mercenary charms (witness the Shandyside story of the clock), but he provided handsomely for her boy. Léon was given every chance to do well, but he threw it all away, and sank at length to the level of a common swindler. In his earlier days he made a stir in London over his abortive duel at Wimbledon with his cousin, Louis Napoleon, a gallant affair that ended ignominiously in the dock at Bow Street. Léon dabbled in commercial enterprises conceived on the grand scale, but all doomed to fail miserably: he embraced the queer mysticism of Comte; he was often in prison for debt; he lived on silly women; and at last Méneval, his guardian, cast him off. His wretched career ended in a pauper's grave at Fontaine. Mr. Fleischmann has written a most lively, yet critical, account of a man who was the victim of heredity. By presenting Léon in that light, the author secures for him a just measure of sympathy. He was a sad scamp, but somewhat pathetic withal.



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reminiscence: it is carefully considered and tested history that throws a new light on the last phase of the struggle in the provinces. The new raw levies were doomed to vanish before the iron warriors of Germany, but they were not blown away so easily as some have supposed, and their resistance, against fearful odds, was sufficiently heroic. Mr. Vizetelly's picture of a conquered country carries with it—and he intends that it should carry—the moral, "be prepared." We heartily recommend this entrancing volume, and sincerely hope



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## WILLS AND BEQUESTS.

THE will (dated July 15, 1913) of Mr. LAWSON RICHARDSON LACK of The Well, Biddington, who died on Feb. 5, is proved by Leonard Strode Cobham and William Hamilton Pitt; the value of the property amounting to £70,064 11s. 9d. The testator gives £12,000 each to Mabel Hamilton Pitt, Katharine Strode Cobham, Elsie Strode Cobham, and Millicent Rose; £3,000 to his sister Frances Caroline Lack; £1,000 to his sister Mrs. Tatham; £3,000 to Leonard Strode Cobham; £2,000 each to Gerald Tatham, Lionel Tatham, Sara Lack, Louisa Lack, Ida Lack, and Margaret Lack; £1,000 to Bertram Tatham; and the residue to his nephews and nieces.

The will of Mrs. MELINDA EVERILDA SMITH, of 26, St. Mary Abbots Terrace, Kensington, widow, who died on Nov. 10, is proved, and the value of the property sworn at £30,881, all of which goes to her children, Sidney Frederick, Melinda Maude, Blanche Fanny Churchyard, Mary Alice Charles, and Everilda Maria Rogers.

The will and codicil of Mrs. ANNE DALRYMPLE, of Mayes, Warnham, Sussex, widow, who died on Feb. 15, are proved by Major Francis Bertram Dalrymple and Bernard E. H. Bitcham; the value of the property being £149,373. The testatrix gives the furniture and household effects to her son; £5,000 each to her grandchildren,

Gwendoline Mary Dalrymple and Donald Dalrymple; £1,000 to her grandson Ion Douglas Dalrymple; £100 each to the executors; £100 to Katharine D. Halsey; small legacies to servants and others; and the residue to her grandsons Bertram Hope Dalrymple, Reginald Henry Dalrymple, Gerald Hew Dalrymple, and Ion Douglas Dalrymple.

The will and three codicils of Mr. CHARLES CECIL CAPEL, of Dover Street, Hyde, formerly of 92, Mount Street, W., who died on Dec. 13, are now proved, the value of the property being £113,448. The testator gives £10,000 to Walter Bainbridge; £20,000 to his sister-in-law Emmeline Caroline Capel; £20,000 to John Isaac Barton; £1,000 to the Merchant Seamen's Orphan Asylum; £2,000 to the Rev. Hugh W. Johnston; £2,500 to William H. P. F. Thirkell; £2,000 to Rose Barton; £5,000 each to Ebenezer Maitland and Ada Malcolmson; and the residue to John Isaac Barton.

The will of the Dowager Countess of ESSEX, of Cowley House, Uxbridge, who died on Jan. 25, is proved by Admiral Sir Algernon C. F. Hennage,

brother, and William Francis Fladgate, the value of the property being £15,116. She gives all paintings of Nell Gwynne and Lady Harriet Capel to the Earl of Essex; other pictures, miniatures, china, etc., to her step-children Lady Beatrice Capel and the Hon. Arthur Capel; an annuity of £100 to her step-mother, Mrs. Campbell

M. Hennage; £250, an annuity of £80, and her wearing apparel to her maid Augustine Beauvais; £50 to William F. Fladgate; legacies to servants; and the residue to her said brother.

The will of Mr. THOMAS WYATT, of Hillside, Crediton, Devon, late of Messrs. Hill Bros., Old Bond Street, who died on Jan. 9, is proved, the value of the property being £77,205. He gave £400 to the Vicar and Churchwardens of Newton St. Cyres for the poor; and the residue to numerous nephews and nieces.

The will of Mr. WILLIAM ALLEN, of Workaps, Nottingham, a director of the Workaps and Bedford Brewery Company,

Ltd., who died on Nov. 9, is proved and the value of the property sworn at £158,435. He gives £400 and during widowhood £1000 a year, or an annuity of £200 should she again marry, to his wife; £100 each to the executors; and the residue in trust for his children.

The will of Mr. EDWARD ALLERBE SMITHERS, of The Gables, Furze Hill, Hove, who died on Feb. 5, is proved, and the value of the property sworn at £87,480. He gives



AT ONE OF LONDON'S "LUNGS" WHICH HAS ATTAINED HOME RULE: THE BEACH AT SOUTHERNDOWN-ON-SEA, RECENTLY MADE A COUNTY BOROUGH.

Southern has attained Home Rule; that is, it has been made a County Borough, and as regards local government has ceased to be part of the county of Essex. The Mayor, Alderman Joseph Francis, gave a luncheon on the 1st to 250 guests to celebrate the occasion. Since 1892, when it was granted a charter of incorporation, the population of Southend has increased from 12,500 to 38,000, and the town has grown in proportion. Its attractions as a holiday resort are so well known to Londoners (who can reach it by train in forty-five minutes) that it is hardly necessary to describe them. Our photograph shows the Chalkwell esplanade and the beach at West Cliff.

£200 and The Gables and furniture to his wife; £200 each to Frank Alfred Wooley, George Chessman, and Laurence T. Thring; £100 each to Mary Cleland Clarke and Henry Mills Weisford; and the residue as to one-half in trust for his wife for life, and subject thereto the whole in trust for his children.

The following important wills have been proved:

Mr. William Walsley, Cardigan Road, Headingley, Leeds	£169,550
Mr. Henry Hudson Church, Shornells, Bostall Heath, Plumstead	£87,403
Mr. Thomas Taylor, Brookfield, Tonge Bridge, Bolton	£82,742
Mrs. Sarah Barclay, 31, Kensington Court Mansions	£36,719
Mr. James McMurtrie, 5, Belvedere Road, Durdham Park, Bristol	£34,319

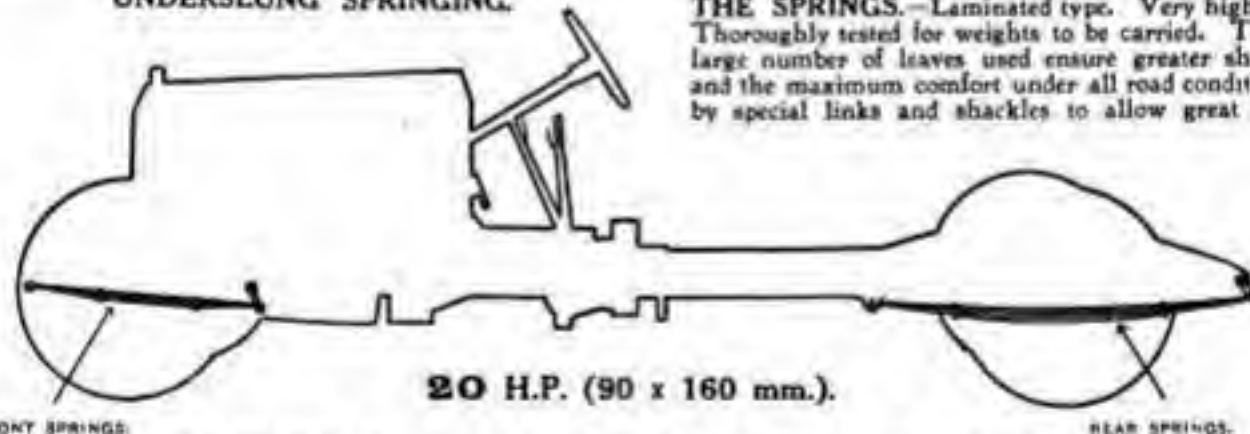


THE KING'S AUNT AT A FAMOUS FRENCH WATERING-PLACE: PRINCESS HENRY OF BATTENBERG ARRIVING AT THE VERNET FLOWER SHOW.

Vernet-in-Bains, where flowers show, held recently, was attended by Princess Henry of Battenberg, a health and pleasure resort of Southern France much frequented both in winter and summer. It is beautifully situated, in the Department of the Pyrénées Orientales, at the foot of Mont Canigou, the giant of the eastern Pyrénées.

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Manufacturers.







## THE CHRONICLE OF THE CAR.

**Have We Too Many Accessories?** On any way up to town the other day I caught sight of the conventional of a motorist's journal on which was set forth the query which heads this paragraph. I have not read the article in question mainly because I am somewhat of a sceptic as to its value, but the title has of late been on my mind.

I have arrived at the conclusion that we must not carry too many accessories about our cars. I do not blame the people who make them because there is the question of business, and besides, it is hardly to put one's hand on any side of the superfluous which can be called useless or only made to tempt money out of the motorist's pocket. On the whole, motorist accessories are singularly free from that fault. They are generally such things as have a distinct use or convenience, or in some way add to the pleasure and luxury of our motoring.

In considering the equipment of the car, the first thing the sensible motorist will do is to make up his mind thoroughly as to what are necessities and what accessories—properly said under the heading of "accessories" in the more limited meaning of the word. For example, the horn is not an accessory—it is a necessity by law and for the safety of the car and the public. But if we equip the car with a pair of these instruments, then obviously one at least is an accessory and is superfluous. Then again, I was looking at a car the other day which was equipped with no fewer than three speedometers, plus an engine-revolution counter. Therefore, in this case at least, two speedometers and the counter were accessories within the

meaning I have put upon the word. To living the argument, however, within the lines of the ordinary conception of things, I am inclined to the opinion that the makers of accessories have rather overdone the thing. We are ordered to carry and maintain of things, nearly all of them motor and all of them costing good money. From dashboard clocks and petrol-gauges to mail-bags for our late passengers, there seems to be a limit, and the great trouble is that we do not know where to stop.



FITTED WITH TRIPLEX SAFETY GLASS / A 15-16 H.P. BEDFORD CABRIOLET COUPE.

This car was recently supplied to the Managing-Director of the Triple Safety Glass Company, Mr. Reginald Dwyer. The bodywork is by Messrs. W. & P. of Croydon. It provides a very neat way of carrying the spare wheel, in a basket under the running-board.

speedometer, and clock, and in the tail-box nothing outside the usual lot of tools but a petrol-filler. I do not believe in "gadgets" at all, and therefore regard all "accessories" outside of those as being quite superfluous. It follows then that in my opinion the question of how to be equipped is a distinct affirmative; but tastes differ, and I have no doubt that many readers of this note will disagree entirely. As I have said, the question of the car's equipment is entirely a matter for the individual.

**Vandalism in the Country.** There seems to be quite an outcry about vandalism among the hedgerows, caused by the cutting-down of hedges and the trimming of trees in order to make the roads safer for modern traffic. I have every sympathy with those who wish to preserve the beauty of the countryside, as witness the numerous strong views I have always expressed with regard to the erection of wayside signs and buildings, but I really do think that this latest project is founded upon something very nearly approaching common sense.

It is not as though the trimming operations were being carried out ruthlessly all over the country, on lanes and on by-roads as well as on main highways. Much as I admire the English hedgerow, one cannot ignore the fact that as a potentiality for danger it has enormous possibilities, and where it is a menace to traffic by reason of obscuring the view round corners or curves, it must be sacrificed. After all, the roads are made to be used by traffic and not as the playgrounds of beauty-seekers. I don't want to be considered a vandal, indeed, I yield to no one in my appreciation of rural beauty, but I am at the same time sufficiently practical

(Continued on page 619)



A CAR THAT HAS COVERED MUCH GROUND IN AUSTRALIA: A DAKOTA ON THE SOUTH COAST ROAD, NEW SOUTH WALES. The photograph was sent to a 1913-14 Motorist's Journal by Mr. R. J. Morgan, whose Dakota he used for his car and has since then a great deal of hard work.

There is the matter of Guying there. But before we can get to a conclusion of the issue, it is necessary to make up our minds as to what really counts in the matter. That, I am afraid, is a matter that each must settle for himself. So far as I am myself concerned, the equipment of the car is limited to things of essential use. On the dash, nothing but the electric-lighting switchboard,



A SUFFOLK DOCTOR'S CAR: A 16-H.P. AUSTIN SPECIAL "VITESSE" MODEL.

The car, which has been bought by Dr. J. Aylen, of Halesworth, Suffolk, has a body of painted aluminium. It is fitted with Austin detachable steel wheels, spare wheel with slatted tyre, waterproof canvas hood, windscreen, and dynamic lighting system.

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16-20 h.p. FOUR CYLINDER engine 3 1/2 in. bore x 42 in. stroke. R.A.C. Rating 20 h.p.  
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WHEELS—Four R.W. Disc wheels with 8 1/2 x 16 in. tires.  
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TO TRAVEL  
100 MILES  
IN 1 HOUR

62  
HIGH  
AWAY  
IN 15



to be able to face facts and to put the safety of the highway before my love of the beautiful. Moreover, if I want beauty I know that I shall be more likely to find it among the lanes than on the highways, and it is there I shall seek it. Apart altogether from my close association with and interest in automobilism, I have very little patience with those who so persistently attack the motor-car and the

in the case of the gear-box, which is quite reasonably quiet on the lower gears. Control is easy, and the steering very good indeed—in fact, there are all the makings of a very fine car. There is one point, however, in which I think a good deal of improvement is necessary, and that is in the matter of the rear-wheel brakes. These are, so far as my personal opinion is worth anything, distinctly on the small side for a chassis of the power and weight, and were they not supplemented by a very powerful foot-brake I should say the car was under-braked. As a matter of fact, I have called the attention of the makers to this point, which they assure me will be altered in the very near future.

Paris-Nice-Monte Carlo cycle-car run, all of which events were included in the Tour.

#### A Well-Known Light Car.

The G. W. K. light car is now so well known, and has proved its reliability in so many trials, many of them of the most severe description, that it is not a matter of great surprise to learn that its manufacturers have turned their attention to the commercial vehicle. A separate factory has been erected at Maidenhead for the purpose. With some additional strength, the chassis is much the same as is employed for the G. W. K. touring model. The carrying capacity is about 5 cwt., so that it will prove specially suitable for grocers, drapers, laundries, confectioners, laundrymen, and allied trades. The price is £155 complete.

#### Dunlop's Score Again.

Mr. F. H. Dodson, whose name is associated with a popular motor-car, has returned to England after a lengthy tour in Australia and a visit to South Africa. In a 2,000-mile journey across the Australian continent, as well as in motor trips to the Cape, Mr. Dodson used only Dunlop tyres on his Valveless cars, and never touched a single one for any cause whatever.



FROM FRANCE TO ENGLAND: SOME SIX-SEVEN CHASSIS FROM PARIS RECEIVED AT FOLKESTONE FOR ENGLISH PURCHASERS.

The London agent for Six-Sevens is Messrs. E. W. Berwick and Co., of 14, Berkeley Street, Piccadilly, W.

motorist for their many supposed sins against the community. I don't want to accuse them of being ill-informed or anything of that sort, but they really ought to remember that the motor-car is a logical product of a progressive age, and that to rail against it only makes themselves look ridiculous, the while it does not, and will not, set back the hands of the clock by a single minute.

#### A Good French Car.

A short while since I had a 1,500 cc. Knight-engined, Billanger six placed at my disposal for an extended trial. This is a car which is not as yet well known in this country, though I fancy that if one or two details of the chassis are altered it will rapidly make its way into public favour. So far as the running of the car is concerned, that leaves nothing at all to be desired. It hardly needs to be said that the motor is silent in its working. It is a sleeve-valve engine, and, as such, must be silent. Moreover, it pulls very well indeed at all speeds, and is particularly good when asked to do collar-work at a low revolution rate—a characteristic of most engines of the sleeve-valve type. The transmission is much quieter than in the generality of French cars, this feature being particularly noticeable

if the car is slow and really adequate brakes are fitted. I shall be able to congratulate the Billanger people on producing a really fine machine.

#### Continental Success.

The four-door, 1,500 cc. car, which was sold last week at Le Mans, was regarded as the most important event of the Tour de France, which has now been completed. The "General Class" and the "sixth category" were both won by a Peugeot car, and the "second category" by a Bugatti, both of which were shod with Continental tyres. This success completes a series of brilliant wins for this mark of tyre since the opening of the season, as they were victorious in the hill-climbing and speed-tests and in the



FROM SCOTLAND TO SOUTH AFRICA: SOME ARGYLL SINGLE-SLEEVE-VALVE CARS ON THE PARADE AT CAPE TOWN.

The cars are six-seater models. In the background of the photograph is Table Mountain.

When the vehicles were sold delivery was taken with the original tyres on, and the wonderful condition the Dunlops were in after punishing adventures was remarked. Mr. Dodson drove the Valveless to the top of Cape Point, a feat never before accomplished, the gradient being in parts 1 in 7 and 1 in 5.

W. WHITTALL.

# The ARGYLL



THE proved efficiency of the Argyll Single Sleeve Valve Engine—the safety of the Argyll Four-wheel Diagonal Braking System and the beautiful Argyll design and bodywork—"the finest coach-work in the world"—combine to place the Argyll in the very forefront of the motor world.

Let your car be an Argyll and you are ready to go anywhere at any time—it gives a day after day service at a minimum cost for upkeep and running.

#### Argyll 1914 Models.

15/30 h.p. Torpedo Car	—	—	£495.
25/30 h.p. Torpedo Car	—	—	£575.
25/30 h.p. Limousine or Landulette	—	—	£825.

These cars are fully equipped, including: One Man Hand, Screen, 3 Lamps, Horn, Tail Light, Detachable Wheels, Spare Wheel, 5 Tyres, Number Plate, Petrol Gauge, etc.

May we personally demonstrate the Argyll superiority to you?

**ARGYLLS LTD.,** Head Office and Works, **Alexandria, Scotland.**

London Showrooms: 6, Great Marlborough Street, W.

Agents at Glasgow, Edinburgh, Dundee, Cardiff, Newcastle, Leeds, Hull, Liverpool, Manchester, London, etc.

Argylls Ltd.  
Head Office and Works  
Alexandria  
Scotland.

London  
Showrooms  
6, Great Marlborough St.  
W.





## Reputation is not built up in a day!

It takes years of strenuous  
careful study and business  
men of high ability, assisted  
by devoted skilled artisans  
to create and maintain a repu-  
tation. Years of experiment-  
ing were necessary to establish  
for

## Continental Oversize Nonskid Tyres

the Reputation they hold

The riveting of the specially hard-  
ened Steel Studs into the very fabric  
of the Tread is the 'Continental'  
secret. That is why you never see  
'Continental' Studs among the  
many which are found embedded  
in the road. Stud shedding has  
become an impossibility, which, in  
conjunction with Quality and Con-  
struction guarantees the 'Continental'

## Consistent Highest Average Mileage

Continental  
Solid



'T' Pattern  
Tyres

FOR HEAVY COMMERCIAL VEHICLES

THE CONTINENTAL TYRE & RUBBER CO. (INDIA) LIMITED,  
TRINCOMALEE, SINGAPORE, S.W.

441





## MISCELLANEOUS.

THERE has come to hand an interesting booklet issued by the Waltham Watch Company, whose time-keepers are justly celebrated for accuracy and reliability. There are over 20,000,000 Waltham watches in use to-day. The makers urge purchasers to spend most on the movement of a watch, not on the case, and they especially recommend, for men, "Riverside-Maximus," "Vanguard," and "Crescent-Street"; and, for ladies, "Diamond," "Riverside-Maximus," and "Lady Waltham." The booklet telling the interesting story of these famous watches is issued by the Waltham Watch Company, 125, High Holborn, London, W.C. They will send a copy gratis and post free to any of our readers on receipt of a post-card.

Easter holiday-makers, and those who are thinking of spending an early vacation, should secure a copy of "Holiday Haunts" for 1914. This popular useful hand-book is now ready for distribution, and it would be difficult to imagine a more comprehensive and practical guide-book for travellers over the Great Western Railway system. Profusely illustrated and interestingly written, the 1914 "Holiday Haunts" is a volume of useful travel information, designed not only to furnish particulars of travelling facilities, but to make a holiday of vital interest and peculiar pleasure. The book is obtainable at all G.W.R. stations and offices, price threepence, or from the Superintendent of the Line, Paddington Station, W., post-free for postage.

Under our illustrations of the Grand National in our issue of April 4 we said, on the authority of statements in the daily Press, that the winning horse, Sunloch, was once sold for £200, and returned as a "whistler" (i.e., touched in the wind), and had been in the market for as little as £50. We are asked by Miss F. M. Tyler, daughter of Sunloch's owner, Mr. T. Tyler, to contradict these statements, and we willingly accede to her request. Miss Tyler writes: "Sunloch was never offered for sale under £200, and he was not returned as a whistler. My father bought him direct from his breeder, Mr. Black, of Frisby, so he has only been in Mr. Black's stable and ours. My father bid Mr. Black £250 for him as a four-year-old, and bought him last October for £115."

## CHESS.

J. G. Tinsley (English Chess, R.S.O.)—If your position proves sound on further examination, we shall have much pleasure in publishing it.  
W. H. Farnham (Newcastle-on-Tyne)—Questions duly received.  
J. J. Oakes (Brighton Goldfields)—It is not the best of the position yet making a mistake that we have to either only let us see.  
J. Fowler—Nothing has been heard of late, and, so far as we know, the matter is still in abeyance. It is likely to remain so as long as money and not leisure is the main object of the contest.  
H. Maxson's Pawnwork—Quite clever and most acceptable.  
E. Buchanan (Bristol)—We shall be pleased to see the new problem in place of that previously sent.

PROBLEM No. 362—By M. L. Tinsley.  
BLACK.



WHITE.

White to play, and make as few moves.

Solution of Problem No. 361—By M. L. Tinsley.

WHITE. BLACK.

1. Q to R sq. K to R sq or 2. K to R sq or 2. K to R sq.

2. Q to R sq. K to R sq or 2. K to R sq or 2. K to R sq.

3. Q to R sq. K to R sq or 2. K to R sq or 2. K to R sq.

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71. Q to R sq. K to R sq or 2. K to R sq or 2. K to R sq.

72. Q to R sq. K to R sq or 2. K to R sq or 2. K to R sq.

Continued from Page 621. J. Murray (Oxford), and J. W. Beatty (London); of No. 361 from J. W. Beatty, J. Murray, C. Burnett (Madrid); of No. 362 from Henry A. Sells (Denver, Colo., U.S.A.) and C. Burnett; of No. 363 from W. C. Smith (Northampton), John Stent (Bristol), A. W. Hamilton-Gill (Havers), E. W. Thomas (Aberystwyth), Rev. J. Christie (Bristol), and F. J. Dutton (Sutton Coldfield); of No. 364 from J. C. Stoddard (Trompsburg), Arthur Perry (Bristol), J. G. Locke (London), and C. P.

Continued from Page 621. H. Maxson (Plymouth), J. W. Beatty (London), J. Green (Bristol), G. Stillingfleet (London), J. Green (Bristol), E. W. Thomas (Aberystwyth), J. Stent (Bristol), H. Maxson (Plymouth), W. C. Smith (Northampton), Rev. J. Christie, F. J. Dutton, H. S. Brander (Bristol), Mark Dawson (Bristol), J. C. Smith (Bristol), J. G. Thorne (Bristol), F. W. Thomas (Bristol), L. Selig (Venice), W. Dutton (London), John Dawson (Liverpool), M. E. Dutton (Bournemouth), and A. H. Arthur (Bristol).

## CHESS IN LONDON.

Games played in the Championship Tournament of the City of London Chess Club.

(Queen's Pawn Game.)

WHITE	BLACK	WHITE	BLACK
(Mr. E. Lasker)	(Mr. S. Wood)	(Mr. E. Lasker)	(Mr. S. Wood)
1. P to Q 4th	P to Q 4th	Black has a bad game, but this	Black has a bad game, but this
2. Kt to K 3rd	W to K 4th	is the best. Q takes Q would	is the best. Q takes Q would
3. P to B 4th	P to Q 3rd	be a Pawn, but otherwise gives a	be a Pawn, but otherwise gives a
4. Q to K 3rd	Q to R 4th	fighting chance.	fighting chance.
5. P takes P	P takes P	6. Q to R 4th (ch) K to Q sq.	6. Q to R 4th (ch) K to Q sq.
7. Kt to B 3rd	P to K 3rd	8. Kt to K 4th	Q to B and
9. B to B 4th	Q to K 3rd	10. Kt to K 4th	Q to K 3rd
10. B takes Kt	K takes B	11. Q to R 4th (ch)	Resigns.

(Four Knight Game.)

WHITE	BLACK	WHITE	BLACK
(Mr. A. J. Mason)	(Mr. J. E. Baker)	(Mr. A. J. Mason)	(Mr. J. E. Baker)
1. P to K 4th	P to K 4th	10. P takes P	P to K 3rd
2. Kt to K 3rd	Kt to K 3rd	11. B takes Kt	P takes B
3. Kt to B 3rd	Kt to B 3rd	12. Q to K 4th	K to K 3rd
4. B to K 3rd	B to K 3rd	13. Q to K 4th	Q to K 3rd
5. Castles	Castles	14. K to Q sq	R to R sq
6. P to Q 3rd	P to Q 3rd	15. R to Q 4th	Resigns.

At his tenth or thirteenth move Black could have equalized by exchanging Queens. White's final stroke is a pretty one.

# PEARS' SOAP

## Cheerful Children

(A NATURAL CONDITION.)

There would be far more cheerful children than there are, if Mothers and Nurses took care never to allow a child's skin to be touched with common soaps that are injurious. Many children are rendered cross and uncomfortable by the coarse ingredients contained in low-grade soaps. To be absolutely protected against these evils, and thereby to add indisputably to the happiness of the young folks, **PEARS' SOAP** should always be used. The undeniably absolute purity of its components, and its dainty emollient quality, constitute an influence that comforts, protects, and beautifies the skin of young or old in a greater degree than any other known substance.

The skin is completely cleansed and refreshed and the complexion kept soft and beautiful by the daily use of

# Pears

THE MOST ECONOMICAL  
OF ALL TOILET SOAPS

THE ORDER OF THE BATH

The above advertisement was issued by Pears 27 years ago!



# THE ILLUSTRATED LONDON NEWS

Vol. 54—No. 1408.  
The International News Company, 85 & 87, Duane Street.

NEW YORK, SATURDAY, MAY 2, 1914.

Fifties Cents a Copy.  
\$1 a Year in Advance.



GENERAL VILLA'S "500,000 DOLLAR PRISONER": SEÑOR LUIS TERRAZAS, JR., UNDER GUARD IN HIS OWN "MARBLE PALACE."

Señor Luis Terrazas, jr., son of the octogenarian General Luis Terrazas, was captured by General Villa, of the Mexican rebels, who demanded a ransom of half-a-million dollars to be paid before March 7. This sum the elder Terrazas stated he could not pay, and, appealing to Mr. Letcher, the United States Consul at Chihuahua, said: "Neither life nor money is much to me. My son has thirteen children who need him. I will gladly go to Chihuahua and allow General Villa to kill me instead of my son." Meanwhile, the younger Terrazas remained

a prisoner in his "marble palace" at Chihuahua. Then came news of a "reprieve" granted him by General Villa as a sequel to urgent representations made by Mr. Bryan, the United States Secretary of State. Later still, early this month in point of fact, a report from New Orleans, sent to the "Daily Mail" by way of New York, said that Señor Luis Terrazas, jr., had escaped during the confusion after the fighting at Torreón, aided by an old servant, who, although a follower of General Villa, disguised his master and got away with him.



## HARWICH ROUTE TO THE CONTINENT

Via HOOK OF HOLLAND (British Royal Mail Route) Daily by Fast Steamer. Liverpool/Strait Station dep. 8.45 a.m. Through Carriage and Restaurant Cars from and to the Hook of Holland alongside the steamer.

LONDON TO PERIN in 14 DAYS. TOKIO in 20 DAYS.

Via ANTIWERP for BRUSSELS, every Week-day by Fast Steamer. Liverpool/Strait Station dep. 8.45 p.m.

WIRELESS TELEGRAPH and SUBMARINE SIGNALING on the Great Eastern Railway Steamers.

Via ESBJERG for Denmark, Norway and Sweden, by the Danish Royal Mail Steamers of the *Friderichs Line* (Copenhagen, Monday, Wednesday, Friday, and Saturday). Liverpool/Strait Station, dep. 7.45 p.m. Dining and Restaurant Cars.

Via HAMBURG by the General Steam Navigation Company's Steamers "Odeton" and "Perseus," every Wednesday and Saturday. Liverpool/Strait Station, dep. 8.45 p.m. Corridor Trains with 1st and 2nd class Dining and Restaurant Cars. Single, 10 shillings; and return, 15 shillings. Return, 1st class, 10 shillings; and 2nd class, 8 shillings.

The Liverpool/Strait Station, Liverpool, is the only station in the world where a train can be met by a steamer, and vice versa. Through Carriage and Restaurant Cars from and to Liverpool, Manchester, Nottingham, Sheffield, Bradford, Glasgow, London, and other ports.

The Trains to Parkston Quay, Harwich, run alongside the steamer, and Southampton is taken on board line of ships.

Particulars of the Continental Trade Managers, Great Eastern Railway, Liverpool/Strait Station, London, E.C.

## P. & O. MAIL & PASSENGER SERVICES.

EGYPT, INDIA, CHINA, JAPAN, AUSTRALASIA, &c.  
Complete Passenger and Mail Service to ALL EASTERN PORTS.

For Freight and Passage apply

P. & O. S. N. Co., Ltd., 100, London Street, E.C. 4, London.

## KARLSBAD (Belle Vue, Adrenal).

BEER ALL THE YEAR ROUND.

Our Beer is brewed in the Karlsbad Brewery, and is of the highest quality. It is supplied to the London and Continental Hotels, and is also sold in bottles. For further particulars apply to the Manager, Karlsbad Brewery, London, E.C. 4.

## FIVE LARGE BATHING ESTABLISHMENTS.

At the Karlsbad Baths, there are five large bathing establishments, each with its own swimming pool, and all supplied with the highest quality of Karlsbad Beer. For further particulars apply to the Manager, Karlsbad Baths, London, E.C. 4.

All information and prospectus on application to the Manager.

## NICE FRENCH RIVIERA.

SEASON 1914.

## RACE MEETINGS.

Battle of Flowers. Contests, 100, 200, 400, 800, 1,600, and 3,200 yards.

## LAWN TENNIS. GOLF.

## REGATAS and AUTOMOBILE MEETINGS.

Through Nice River London (E.C. 4) boats.

## GOLF RESORTS.

MONTANA, the Finest Golf Links in Europe. 18 holes, 3,600 yards. Open all the year round. For further particulars apply to the Manager, Montana, London, E.C. 4.

BEAUTIFUL LUXURY RESORTS. 100, 200, 400, 800, 1,600, and 3,200 yards.

ATHLETIC PALACE, HOTEL, and other sports. For further particulars apply to the Manager, Athlete Palace, London, E.C. 4.

PANTALONE LUXURY HOTEL, 100, 200, 400, 800, 1,600, and 3,200 yards.

For further particulars apply to the Manager, Athlete Palace, London, E.C. 4.

## POLICE DOGS.

MAJOR RICHARDSON'S ARRESTERS are supplied with the highest quality of Karlsbad Beer. For further particulars apply to the Manager, Karlsbad Brewery, London, E.C. 4.

## LARKIN GALLERIES.

21, Abchurch Lane, E.C. 4. For further particulars apply to the Manager, Larkin Galleries, London, E.C. 4.

## HIS MAJESTY'S THEATRE.

Proprietor, Mr. Herbert Tree.

Manager, Mr. Herbert Tree.

## PYGMALION.

HERBERT TREE. MR. PATRICK CAMPBELL.

REHEARSAL, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## PALLADIUM. ARGYLL STREET, W.

MANAGER, ARTHUR HARRISON.

The best entertainment of the year. For further particulars apply to the Manager, Palladium, London, W.

For further particulars apply to the Manager, Palladium, London, W.

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For further particulars apply to the Manager, Palladium, London, W.

## THE PLAYHOUSES.

### MR. SHAW'S "PYGMALION" AT HIS MAJESTY'S.

BERLIN was not wrong about Mr. Bernard Shaw's "Pygmalion," though it took his joke more seriously, and more philosophy in it, than Londoners who know their jester-in-chief better may be prepared to allow. "G. B. S." has let himself go in this burlesque romance, let himself go in matters of fancy and the human touch and the appeal to what is natural in all of us, as well as in the spirit of nonsense and in the use of that dreadful swear-word his heroine has to speak which has set so much gossip speculating. Everybody has heard of the story of the play by this time: has heard how Professor Higgins, the phonetic reformer, found Eliza Doolittle, the Cockney flower-girl, on a night of rain in Covent Garden, and was so attracted by her accent that he resolved to train her so that she might hold her own in any society, and even pass for a duchess. Everybody knows how, at intervals, she revolted from the atmosphere of culture and insisted, like her father, the dustman, on reverting to her old manners, and so started out that awful word which was, for her, the symbol of liberty. Finally everybody who knows Mr. Shaw and has read or seen his classic on the duel of sex, "Man and Superman," could guess, if he had not read of the way in which such a Gaiety plays out and music with her turn-of-mind Pygmalion. It is all the best of him, it gives voice to that sense of claustrophobia which occasionally is felt by the most sociable of us. It contains a telling diatribe against the vices of the middle class, which Mr. Edmund Gosse's gloriously genial dustman gives us all that it is worth, and finally there comes the happy ending, which, when you think of it, you will discover Bernard Shaw is hardly less addicted to than the most confirmed of stage sentimentalists. Perhaps the part at which the players at His Majesty's take the prize is somewhat too slow, just as the dialogue the author provides is patently in excess of the play's requirements. But first-night nervousness and respect for the Shawian insistence on the text and no less than the text will soon wear off. Moreover, Mrs. Patrick Campbell's study of the development of the cockney-girl into fine-ladyliness reveals a fresh side of talents that had seemed fully exploited, shows her a mistress of broad humour as well as of finished comedy, while Sir Herbert Tree simply reveals in all those complexities of the Professor's character—his pedantry, his affectionateness, his professional pride, his sense of injury—that he pretended to think would give him trouble, and he looks, too, surprisingly young, and again the audience's sham misery at being caught with refreshing vivacity. As for Mr. Shaw, however much he may lament the fact, he has let himself go for a big commercial success. It is pleasant to see the leader of our intrepid school of drama in this novel situation.

### "THE LIGHTS OF LONDON" REVIVED AT THE ALDWYCH.

Let there be no mistake. Melodrama has not lost its hold on our audiences, provided it is full-blooded and has a spice of realism and, of course, of humour. Take the case of Mr. George R. Sims' "Lights of London," done originally so far back as 1891, when the Princess's was still an actuality, and Wilson Barrett played horses to Miss Eastlake's heroines. The piece goes as well as ever on its revival at the Aldwych, though our players have some of them lost the secret of the old robustness and intensity of style. Its preference, its member family, its Cockney origin are as delightful as ever, and no one could ask for a more exciting story of virtue that was patient, and willing that passed all bounds of shamelessness. To be sure, melodrama is numerous in the plot, just as a few reasonable explanations would have dispensed with the necessity of any drama, but who, thirty years and more after they are relevant, would press these complaints. It is enough that "The Lights of London" still draws tears and laughter, and that a cast which includes Mr. Lombard Maitland, Mr. Maitland Morley, Mr. Frank Tennant, and Miss Janet Alexander, if they do not put quite as much body into their acting as the old players did, can their audience's heartiest applause or complimentary noises.

### "POTASH AND PERLMUTTER" AT THE QUEEN'S.

Compared with the misers, the bulls'eyes are rare in the cases of plays imported as great American successes, but every now and then what pleases New York pleases London, and usually under those conditions the saying is terrible, the welcome unfounded. "Potash and Perlmutter," a curious hybrid, like so much drama we get from the States, bids fair to be one of these happy exceptions, its ugly title, its riot of sentimentality notwithstanding. For Mr. Montague Glass's "comedy" has the advantage of introducing what to English playgoers at least are extremely novel and diverting, as well as eccentric, types: and it contains a series of smart and pungent sayings which follow so closely one upon the other that the audience is kept in a perpetual roar of laughter. The couple of characters who are the chief sources of such gaiety and lend the play its air of originality are two partners in a firm of costumers, Jews both of them, who are always quarrelling and yet are mutually fond at each other. Jews in whom the money-making instinct is constantly struggling with wildly generous dispositions. Their efforts to save a young Jew from the police and the long arm of Russia, and the quindere in which an emphatic action of Potash's involves his partner and his firm, makes what plot there is in a story which for its interest and its human interest entirely upon the reactions of the two charming oddities on each other. It is difficult to say how much credit must be assigned to the author, how much to his two chief American actors—Mr. Robert Lemard and Mr. Augustus Yonke—for the entertainment thus provided. So entirely and harmoniously do the actors play into each other's hands—the one more decisive as Perlmutter, the other merrier but more explosive as Potash—that their individual performances can hardly be considered apart. Yet in style, aspect, personality, they are quite distinct, if complementary. It is to see them that Londoners will flock in thousands to the Queen's.

## THE EXCAVATIONS AT TAXILA.

(See Illustrations.)

ON a double-page of this Number we illustrate some of the remarkable treasures of ancient art that have been found by Dr. J. H. Marshall on the site of Taxila, an ancient city of Northern India which was occupied by Alexander the Great in 326 B.C. and was subsequently the capital of various successive dynasties. In extension of the extracts from Dr. Marshall's lecture on the subject given under our illustrations, we may quote from it the following passages: "The *Chitr* or 'Split' Tapa, as it is called from the great cleft through its centre, stands on a lofty plateau high above the Tumulhah, which is manifestly identical with the stream called Tiberopolis or Tiberopotamis by classical authors. The plateau is not a natural formation, but is composed mainly of the mud walls of village habitations which must have existed here from time immemorial. In the climate of Northern India such habitations crumble quickly the moment they lose the protection of their roofs: then other houses are erected on their ruins, and so the process goes on, every century witnessing the addition of half-a-dozen feet or more to the height of the mound. In this case, the last habitations prior to the plateau being occupied by a Buddhist establishment appear to have belonged to the period of Greek rule. In immediately below the foundations of one of the Buddhist buildings I found a collection of twenty-eight coins of the Greek King Zosilos—all, I may mention, of a hitherto unknown type. The *stupa* itself is now much ruined. On excavating on the north and south sides I found that the base of the *stupa* was relatively well preserved, and round about it I brought to light a number of other interesting structures, including *stupas*, chapels, and monastic buildings, which, extending as they do over a period of some 400 years, furnish us with important data for the history of local architecture. Thanks also to the coins and other minor antiquities found in association with them, they help us to settle several chronological problems.

The main Tapa, as now exposed, proves to have had a circular base with a flight of steps approaching the hem on the south and probably also at the other cardinal points. The core of the structure is of rough rubble masonry, the outer facing being of ponderous limestone blocks, with carefully chiselled *anka* or *anka* stone set in between them for the mouldings and pilasters, the whole having originally been finished with a coating of lime, plaster, and paint. The decorative details on the base are closely analogous to those of Parthian buildings of the time of Achaemenes, and there can be no doubt that this Tapa was erected approximately at the same time—that is, about the middle of the first century B.C. The other edifices gradually sprang into existence around this Tapa. At the time when the Great Tapa was erected, the plateau around it was levelled up and covered with a layer of river sand with a floor of lime plaster above. On this floor or on the debris which had accumulated immediately above it I found several small *stupas*—some on the north and some on the south—belonging to a circle of such monuments, all built more or less in the same style as the great *stupa*, but all necessarily later than it. From one of these *stupas* I extracted a relic casket of stoneware, with a miniature gold box inside, containing a fragment of bone and a number of pearls, carved gemstones and other stones, but unfortunately there were no coins or other record of its date. For the accumulation of debris on the original floor and for the construction of the *stupas* themselves we must allow at least five or six decades, and as the *stupas* had fallen partly in decay before the next buildings were constructed over them, it is fairly certain that they must have been standing until the middle of the first century A.D.

The next stage is marked by the erection of gateways opposite the steps of the Great Tapa, and of a circle of small chapels, which are similar in plan as well as in purpose to those at Jambudvīpa in the Pundarik region. It is against the Buddhist principles ever to destroy a *stupa* or any other work of merit, and, accordingly, when these chapels were built, their walls were carried over the tops of the small *stupas* that I have described, and are thus manifestly later in date. These chapels, as well as the walls flanking the gateways, are built in a very distinctive style of masonry, commonly called *diaper* patterned. The earlier and master of these *diaper* types seems to have come into fashion at Taxila in the latter part of the first century A.D.; the later and coarser in the second century A.D. With the lapse of time these chapels in turn fell to ruin; the space between them and the main Tapa, as well as the interior of the chapels themselves, was filled with fallen debris, and over this (at a height, that is to say, of five to six feet above the original floor) were constructed other *stupas* and chapels in still another style. This fourth style is characterised by ashlar and *diaper* masonry combined, and appears to have come into vogue in the early part of the third century A.D.

To sum up the results of these investigations. First: we have settled, generally, the disposition of the site, and have determined the ages of the several settlements. Secondly: we have recovered a number of monuments of the Parthian and Kushan epochs, and by fixing their relative dates have established a series of much-needed landmarks in the history of architectural development. The prevailing spirit of the Parthian architecture has been found to be Hellenistic—the Indian elements being subsidiary, and this architecture leaves no room for doubt that the Parthians played a prominent part in the diffusion of classical ideas in India—a fact which has an intimate bearing on the evolution of early Indian art."

### NOTE TO CONTRIBUTORS.

It is particularly requested that all SKETCHES and PHOTOGRAPHS sent to THE ILLUSTRATED LONDON NEWS, especially those from abroad, be marked on the back with the name and address of the sender, as well as with the title of the subject. All Sketches and Photographs sent will be paid for. The Editor cannot assume responsibility for MSS., for Photographs, or for Sketches, submitted.



## BOWS AND ARROWS AND RIFLES: WITH VILLA AT TORREON.

PHOTOGRAPHS BY FRANK ILLUSTRATION CO.



USING BOWS AND ARROWS NEAR TORREON, DURING THE PRESENT TROUBLE IN MEXICO: MEN OF THE REBEL ARMY FIGHTING THE FEDERALS.



DURING THE FIGHTING WHICH COST SOME FIFTEEN HUNDRED LIVES: MEN OF THE VICTORIOUS VILLA'S ARMY DRIVING FEDERALS FROM TORREON.

Describing the fall of Torreon, which took place on the evening of April 2, General Villa reported to General Carranza: "At this moment the remnants of the Federal Army are leaving Torreon in flight after eleven days of terrible fighting, in the course of which we lost 1500 wounded and 300 killed, while the Federals, reckoning by the enormous number of bodies burned, must have had over 1000 killed. I am unable to estimate their wounded. Our forces are in entire possession of Torreon. I regret to announce that among the wounded are General Robles and General Contreras." Reuter, quoting the

correspondent of the Associated Press at Torreon, said that at first General Villa assaulted the Federal positions in daylight. These assaults, however, proved costly; and the day was given to shelling the town, while the assaults were made at night. Both sides used armoured trains. The battle line extended for four miles. As to the situation in Mexico in general, it was announced on April 14 that the whole Atlantic Fleet of the United States Navy had been ordered to Tampico, General Huerta having refused to salute the Stars and Stripes as reparation for the arrest of United States marines at Tampico.





BY G. K. CHESTERTON.

I HAVE just seen a newspaper paragraph which, whether it refers to a fact or merely a suggestion, seems to me to go down pretty well into that depth of mindlessness which calls itself the modern mind. It is said that influence is being brought to bear on the American Government to induce them to break a bottle of water instead of a bottle of champagne when they christen a battle-ship. Now it is not easy to deal adequately with the rich stupidity of that. It is about five fathoms thick, stupidity obscuring stupidity until one reader can hardly see more than one of the jokes at a time. There is something almost fascinating in the idea of trying to disentangle them.

**First Stupidity.** Note the notion that there is something so intrinsically and supernaturally evil about an intoxicant that the pure temperance man will not touch it even when it cannot intoxicate anybody. It is as if a man were to insist on having a teetotal bout-polish or a teetotal printing-ink. A cup of tea, or even of hot milk, he comes diabolic if you have boiled the kettle with methylated spirit. Eau-de-Cologne is a blackguard indulgence, though you use it only to scent your handkerchief. A liquor containing alcohol (such as ginger-beer) is simply and superstitiously an accursed thing, which is not only not to be touched with the lips, but not to be touched with the hands. After this cue, the more intemperate "Temperance" people cannot pretend any longer that their proposal is merely a social reform; it is obviously and literally a mystical taboo. I do not see what right such people have to mock at the savage's fear of a fetish, still less at the peasant's respect for the relic of a saint. There might surely be such a thing as holy water, if it be so certain that there is such a thing as unholy water.

**Second Stupidity.** The extraordinary confusion by which it becomes not only wicked to possess wine (though you never drink it), but becomes wicked even to destroy it. This goes, I think, much further than this queer materialist madness has yet gone. If a champagne bottle is smashed to smithereens over the prow of a ship, I should have thought the most logical teetotaler would merely have been glad that there was one champagne bottle less in the world. As he would probably not be a person with any special sympathy with the old ceremonials of revelry, that is the only possible way in which I can imagine the thing affecting him. We in England used to think we could trace a slight streak of fanaticism in good Mrs. Carrie Nation, who used to go about breaking other people's wine and spirit bottles with her little hatchet. But now it would appear that Mrs. Carrie Nation was a wobbler, one weakly compromising with the fiend of fermented drink, perhaps nobbled by the Liquor Trade—or, worse still, verging on the loathly state of a moderate drinker. She ought to have been summoned before a tribunal of these New Teetotalers and condemned for ever having gone near enough to a bottle to touch it, even with a hatchet; condemned for having so much as lunged about the hellish tavern, where the very fumes of its fiery poisons might have mounted to her head. The principle is an

interesting one, and might be extended to many cases. Thus, when the common hangman burned a book of treason or heresy, he may be supposed to have been infected by the intellectual errors it contained. Thus when a censor blacks out a paragraph in a newspaper, he may be held to have sinned even in looking to see where the paragraph was. This, apparently, is the new harmonic fancy: that certain vegetable drinks are so

two-fold. It can be seen in these two facts: that men alter a thing as if it had no sense in it; and yet they never have the sense to abolish what is for them a senseless thing. I can see much dignity in absolute austerity and the refusal of symbol; I can see some dignity even in dingy utilitarianism and the refusal of art. I could respect the perfect plainness of an early Quaker like Penn when he would not take his hat off in the palace, because it was an idle form. I do not despise him because he came afterwards (I believe) to see that keeping your hat on is just as much of a form as taking it off; and took off his hat like other people. But if Penn had strictly confined himself, say, to taking off his hat-band with laborious care, every time he entered the royal presence, I should say that he had lost both his Quakerism and his sociability. He would have lost the independence that refuses recognition to the world, and he would not have gained the disputable substitute of good manners. Similarly, I could respect (though I could not envy) the dirty old Manchester manufacturers who regarded all expenditure on arms, especially on drums, flags, or trumpets, as so much babyish waste of money. But I should not even have respected them if they had proposed that the British Army should fly the White Flag in every battle because it was cheaper than a coloured one. Why have a flag at all, if it comes to that? Or, again, I can understand the unconverted Scrooge with his bowl of gruel; and I like the converted Scrooge with his bowl of punch. But if Scrooge had insisted every Christmas on having a punch-bowl with no punch in it, I should not understand at all.

**Fourth Stupidity.** Besides this general deadness, there is a strange special deadness to the human sentiment behind that special sort of ceremony. Don't express the sentiment if you think it a silly sentiment; but don't so express it as to prove that you haven't got it. That sentiment is the ancient sentiment of sacrifice. The thing sacrificed may be anything: wine, as on the battle-ship; gold, as when the Dogs threw his ring into the sea; an ox or a sheep, as among the ancient pagans; and very occasionally, when tribes savage or civilised are seized with Satanist panic, a man. But it must be something valuable, or the particular thrill, wholesome or unwholesome, is not obtained. It was generally the best sheep or the best ox; and in the rare cases of human sacrifice, generally somebody like the King's daughter. Like all human appetites, it is both good and evil; it has many roots, a gesture of generosity, an appeal

to the unknown, a guarantee against arrogance, a dim idea of not taking all one's advantage from fortune; but they all depend on the value, and these men evidently understand none of them, when they fill the bottle with water.

**Fifth Stupidity.** The fifth stupidity is that I have not left myself enough space to describe the next absurdity in the list.

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CREATED A VICOUNT OF THE UNITED KINGDOM: SIR SYDNEY BUXTON.

As was anticipated upon his recent appointment to succeed Lord Gladstone as Governor-General of South Africa, a passage has been conferred upon Sir Sydney Buxton, who has thereby become a Viscount of the United Kingdom. He first entered Parliament in 1885 as Member for Peterborough in the Liberal interest. In 1888 he was elected Member for Parnassus, and represented that constituency up to the time of his own appointment; that is, for twenty-eight years. From 1892 to 1895 he was Under-Secretary for the Colonies, and from 1895 to 1904 was Postmaster-General. In 1904 he became President of the Board of Trade. He was responsible for the Copyright Act of 1911 and several other measures, and is the author of many books. His "Handbook to Political Questions" has reached an eleventh edition. The late Peer has been twice married. His first wife, who died in 1882, was a daughter of the late Lord Ashley. In 1887 he married Miss Mildred Smith, daughter of the late Mr. Hugh Toller Smith.

demonic that we not only are wrong when we drink them, but are wrong when we do our best to render them undrinkable.

**Third Stupidity.** The curious deadness of the mind in such men is illustrated at the next stage; that of clinging convulsively to a mere form; and not only not knowing, but not so much as wondering, first whether the idea is worth preserving; and secondly, whether they are preserving it. The mark of this dead and broken traditionalism is always



# PHONETICS AND A FLOWER-GIRL: "PYGMALION," AT HIS MAJESTY'S.

PHOTOGRAPHS BY EDWARD AND BERTHELENA STREAR.



1. WHILE HE IS ONE OF THE UNDESERVING POOR: ALFRED DOOLITTLE (MR. EDMUND GURNEY).
2. THE FLOWER-GIRL, ABOUT TO BE TRAINED TO PASS AS A DUCHESS, DEFIES HER DUSTMAN FATHER: MRS. PATRICK CAMPBELL AS ELIZA DOOLITTLE: MR. EDMUND GURNEY AS ALFRED DOOLITTLE: AND SIR HERBERT TREE AS HENRY HIGGINS, PROFESSOR OF PHONETICS.
3. AFTER MIDDLE-CLASS MORALITY HAS CLAIMED HIM: ALFRED DOOLITTLE (MR. EDMUND GURNEY).
4. ELIZA IS "MONKEY-BRANDED" AND "GOWNED" AT THE BEGINNING OF HER TRAINING: MR. GURNEY, MRS. PATRICK CAMPBELL, AND SIR HERBERT TREE.

Mr. Bernard Shaw's new play, "Pygmalion: A Romance," had its first production on the Continent in a German version, and is now being played, of course in English, at His Majesty's Theatre. It shows how Henry Higgins, Professor of Phonetics, trains a

5. SIR HERBERT TREE AS HENRY HIGGINS, PROFESSOR OF PHONETICS, WHO TRAINS ELIZA SO THAT SHE PASSES AS A DUCHESS.
6. BEFORE SHE BECOMES A "DUCHESS": ELIZA DOOLITTLE (MRS. PATRICK CAMPBELL).
7. HALF-WAY THROUGH HER TRAINING: ELIZA (MRS. PATRICK CAMPBELL), WITH MRS. EYNSFORD-HILL (MISS CARLOTTA ADDISON) ON HER RIGHT, AND MISS EYNSFORD-HILL (MISS MARGARET BUSSE) ON HER LEFT.
8. JUST BEFORE SHE BECOMES A "DUCHESS": ELIZA DOOLITTLE (MRS. PATRICK CAMPBELL).

Cockney flower-girl in voice and manner to such good effect that he is able to pass her off as a Duchess at an Ambassador's garden-party. Meantime, her dustman father comes in for an unexpected legacy, and joins the middle classes.



## THE EASTER HOLIDAY ACCIDENT: THE "FLYING SCOTSMAN" WRECK.

Photographs by C.S.



WRECKAGE ON THE GOLF LINKS: AFTER THE COLLISION BETWEEN THE LONDON-ABERDEEN EXPRESS AND A GOODS-TRAIN ENGINE, AT BURNTISLAND.



THE RAILWAY ACCIDENT WHICH MARRED THE EASTER HOLIDAYS: WRECKAGE OF THE "FLYING SCOTSMAN" AFTER THE DISASTER OF APRIL 14.

Just before five o'clock on the morning of April 14 the "Flying Scotsman"—the London to Aberdeen express from King's Cross—came into collision with the engine of a goods train on the North British line, outside Burntisland Station, Fifeshire, about a quarter of an hour's run beyond the Forth Bridge. The goods train was being shunted to allow a way through for the express, and only one buffer of its engine was not clear of the main line at the time. The engine of the express was thrown over a parapet

and on to the golf links and three carriages followed it. The driver and fireman were killed and twelve passengers were injured. It is most satisfactory to note that all the officials of the express seem to have done their duty splendidly. It is said that both driver and fireman could have saved their lives by jumping, but died at their posts; while Guard Trotter, at much personal risk, cut off the gas connection, and with the patent extinguisher put out a fire which had started in the first overturned carriage.



## ROYAL HOMELINESS IN THE NEW AND TROUBLED EUROPEAN KINGDOM

PHOTOGRAPH BY A. J. STAPLETON.



THE CHILDREN OF THE NEW SOVEREIGN OF ALBANIA IN THE LAND THEIR FATHER HAS BEEN CALLED UPON TO RULE :  
A FAMILY SCENE IN DURAZZO.

In the photograph are seen Prince Carol Victor, the baby son and heir of the Mupet William I., his "go-cart" drawn by an Albanian; Princess Marie Elionore, holding her mother's hand; the Mupet, and his wife. The new Sovereign in Europe has no easy task before him. Only a few days ago it was announced that a good deal of

desultory fighting was taking place in Epirus between the Epirote "Holy Battalions" and Albanians. On April 13 it was stated that Prince William intended shortly to proclaim himself King of Albania, and, further, that he had decided to lead an Albanian force in person against the insurgents in the south.





THE LATE LORD SUFFIELD.  
A great friend of King Edward and  
formerly President London-Warwick.

In 1865 Lord Suffield was made a Lord-in-Waiting to Queen Victoria, and, four years later, Lord of the Bedchamber to the Prince of Wales. This office he held until the latter's accession, when he became Permanent Lord-in-Waiting. "For nearly forty years," he writes in his reminiscences, "we were constantly together, and in all that time he never said one cross word to me." He accompanied the late King to India in 1875. Lord Suffield was a great sportsman, and of him Whyte-Melville wrote the well-known lines: "A rider unequalled—a sportsman complete; A rum 'un to follow, a bad 'un to beat." He was twice married, and is succeeded by his eldest son, Colonel the Hon. Charles Harbord.

#### PORTRAITS AND PERSONAL NOTES.

Lord Suffield, who died in London recently, had resided in the family in 1853, and, retiring from the Army, settled down to his Norfolk estates at Grimston Park. In 1861 King Edward (then Prince of Wales) became the owner of Sandringham, and a friendship began between the Prince and his neighbor.



THE LATE MAJOR-GENERAL  
SIR HENRY H. FARR.  
A distinguished soldier who fought  
in many campaigns.



THE LATE CANON MCCORMICK.  
Rector of St. James's, Piccadilly,  
and Honorary Chaplain to the  
King.

One of the best known of London Churchmen, Canon Joseph McCormick, Rector of St. James's, Piccadilly, died at the rectory on the day before Good Friday. He was ordained in 1858. In 1869 he was made an honorary chaplain to Queen Victoria and later a chaplain-in-ordinary. He was also an honorary chaplain both to King Edward and King George. In his Cambridge days the late Canon McCormick was famous as an athlete. He rowed against Oxford in 1876, was captain of the cricket eleven the same year, and was also in the eleven of 1874.



THE LATE SIR HUBERT  
JERNINGHAM.  
Formerly Governor of Trinidad and Tobago.

Sir Hubert Jerningham, who died recently in London, had a distinguished career in the Diplomatic Service, which he entered in 1866. From 1881 to 1885 he sat in the House of Commons as Member for Berwick. In 1887 he was appointed Colonial Secretary of British Honduras, and two years later was moved to Managua, of which he became Governor in 1893. After holding that position for four years, he was appointed Governor of Trinidad and Tobago. He wrote several books, and only recently contributed an article to the *Dublin Review*.



LADY ISOBEL GATHORNE-  
HARDY.  
Who has been appointed a  
Woman of the Bedchamber  
to the Queen.

Major-General Sir Henry Hallam Farr, who died suddenly a few days ago at Dorset, Dorset, had been much active service in Africa. He served in the Kaffir and Zulu Wars, the first Transvaal campaign, the Egyptian Expedition of 1882, the Suakin Expedition, and the Nile Expedition. Returning to England, he was made an A.D.C. to Queen Victoria, and held various high commands. He was knighted, as a K.C.B., in 1911.

Lady Isobel Gathorne-Hardy, formerly Lady Isobel Stanley, who has been appointed a Woman of the Bedchamber to the Queen, is the only sister of the Earl of Derby. She was one of the house-party during the recent visit of their Majesties to her brother at Knowsley. In 1898 she married Major the Hon. John Francis Gathorne-Hardy, brother of the Earl of Cranbrook, and has one daughter, born in 1901.

As consort of the first Emperor of Japan who moved freely among his subjects, the late Dowager Empress Haruko was called upon to play an important part in the life of the Court. She was a woman of culture, with a taste for art and literature, and of considerable attainments in writing poetry. Deeply interested in social questions, she did a great deal to raise the position of women in Japan.

Besides much other charitable work, she took a leading part in arranging for the care of the wounded during the wars with China and Russia. She was born in 1830, and her marriage to the late Emperor Mutsuhito took place on Feb. 9, 1869.

While making test flights for obtaining his pilot's certificate at Brooklands, Sergeant Eric Deane, of the Royal Flying Corps, lost his life by a fall from his aeroplane. He was making a spiral descent when he was thrown out of a height of about 400 feet, owing to the machine slipping at too steep an angle. The biplane went on for a short time uncontrolled, and made two loops before crashing to the ground. Sergeant Deane, who was twenty-four, was transferred to the Royal Flying Corps from the Royal Engineers last August.

THE LATE MR. T. DAVEY.  
The well-known chef who was at  
Simpson's for forty-seven years.

For forty-seven years the late Mr. T. Davey, familiarly known merely as "Davey," presided as chef at Simpson's, the famous restaurant in the Strand which has long been



THE MISS SYBIL  
CADOGAN.  
Who has been appointed an  
Extra Maid of Honour to  
the Queen.

Miss Sibyl Cadogan, who has been appointed an extra Maid of Honour to the Queen, is the eldest of the five daughters of the late Viscount Chelsea, and grand-daughter of Earl Cadogan. Her father, who died in 1908, married, in 1892, the Hon. Mildred Sturt, daughter of the first Lord Alington. Her mother is now Lady Meux, wife of Sir Hedworth Meux.

By his last gift of £100,000 for a new City Hall for Dundee, Sir James Caird brings the total of his benefactions to his native city up to £200,000. The King is to lay the foundation-stone of the new hall on July 10. Sir James Caird is a job-manufacturer. His previous gifts to Dundee include two hospitals, a sanatorium, a home of rest, a park and golf-course, and additions to the Infirmary.

It was in Sydney in 1847 that the late Professor Huxley first met his future wife, then Miss Heathorn, who died a few days ago at the age of eighty-nine. They were engaged for nearly eight years before Huxley was in a position to marry, and then followed forty years of a remarkably happy married life, the

diagnosis of a doctor who was her only six months. Mrs. Huxley was devoted to her husband, and by her knowledge of German and her critical taste helped him greatly with the literary side of his work. She herself wrote poetry, and published a volume of verse when she was eighty-six. A recent poem of hers appears in the *English Review* for this month. Her last son, Mr. Leonard Huxley, now reader to Messrs. Smith, Elder, has written the biography of his father. Two of her daughters married the Hon. John Collier, the well-known painter—our in 1874, and the other in 1884. After her husband's death Mrs. Huxley lived for many years at Eastbourne in a house which he built there.



SIR JAMES K. CAIRD.  
Who has given £100,000 to build a new City Hall in Dundee.

the haunt of actors and literary men. Among those



THE LATE SERGEANT E. N. DEANE.  
The Army Aviator recently killed at  
Brooklands.

whom he remembered were Dickens, Douglas Jerrold, Mark Lemon, Irving, T. S. Arthur, Gilbert, and numerous others.



THE LATE DOWAGER-EMPRESS  
OF JAPAN.  
Wife of the Emperor Mutsuhito.



THE LATE MRS. T. H. HUXLEY.  
Wife of the famous Scientist,  
Professor Huxley.



# "I WILL NOT GO FROM EGYPT BEFORE I MUST": EL LORD.

PHOTOGRAPH BY ALFRED.



REPRESENTATIVE OF THE PROVIDENCE THAT IS RE-MAKING EGYPT: LORD KITCHENER, BRITISH AGENT AND CONSUL-GENERAL IN EGYPT—WATCHING ARMY SPORTS, AT HELIOPOLIS, IN THE COMPANY OF EGYPTIAN MINISTERS AND BRITISH OFFICERS.

In a very interesting article in the "Daily Mail," under the title, "An Hour with Lord Kitchener," Mr. F. Ashworth Briggs wrote the other day: "The desert has vanished. In its place there lies a green plain, rich, fertile, thickly peopled, immeasurably picturesque. . . . The representative of the Providence that is thus re-making Egypt has its seat in Cairo. First its name was Cromer, then Goert—an unfortunate Providence that—and now Kitchener. . . . You are in the presence of El Lord. . . . He is no longer the youthful organizer of victory, with the heavy

mustache and the strong blue eyes, whom we idolised as schoolboys. . . . His hair is grey, his expression and manner are softer, but his eyes are as keen and piercing as in the days of the Mahdi. . . . It struck me as a rather wonderful picture—this of the man who broke the Mahdi nursing the Mahdi's unhappy subjects. . . . His last words to me were: 'I will not go from Egypt before I must.' And however sore our need or India's may be, it will be a bad day for Egypt when El Lord vacates that dim-lit room on the bank of the sunny Nile."



## WHERE ALEXANDER THE GREAT ONCE RULED IN INDIA:

PHOTOGRAPHS BY COURTESY OF DR. J. H.



1. ON A PLATEAU WHICH IS NOT A NATURAL FORMATION BUT COMPOSED MAINLY OF THE MUD WALLS OF VILLAGE HABITATIONS WHICH MUST HAVE EXISTED THERE FROM TIME IMMEMORIAL: THE CHIR, OR "SPLIT," TOPE (ABOUT THE MIDDLE OF THE FIRST CENTURY B.C. BEFORE EXCAVATION).
2. FROM CHIR TOPE, SET HIGH ABOVE THE TAMRANULLAH A STREAM (IDENTICAL WITH THE ANCIENT TIGRIS-POTAMOS): SCULPTURE OF THE GANDHARA STYLE (PROBABLY SECOND OR EARLY THIRD CENTURY A.D.).
3. SPECIMENS FROM THE TWO HUNDRED OR SO HEADS OR FIGURES FOUND AT THE CHIR TOPE: STUCCO AND TERRA-COTTA HEADS (PROBABLY OF THE THIRD CENTURY A.D. OR EARLY IN THE FOURTH).

4. FROM A SMALL STUPA, ONE OF A CIRCLE ABOUT THE CHIR TOPE: A RELIC CASKET, OF STEATITE, CONTAINING A MINIATURE GOLD BOX ENCLOSED A FRAGMENT OF BONE, PEARLS, CARVED CORALLIANS AND OTHER STONES (EARLY FIRST CENTURY A.D.).
5. BUILT AT ABOUT THE END OF THE THIRD CENTURY A.D.: THE STUPA NAMED "J"; WITH SCULPTURE MARKING A TRANSITION FROM THE GANDHARA TO THE GUPTA STYLE OF THE FOURTH CENTURY.

Before proceeding further, we give, for the benefit of those of our readers who are not familiar with them, the meaning of the words "tope" and "stupa," taking a note from the "Century Encyclopedia." "Tope: the popular name for a type of Buddhist monument, which may be considered as a formula of masonry, of domical or tower-like form, many specimens of which occur in India and South Eastern Asia, intended for the preservation of relics or the commemoration of some event. When for the former purpose the tope is called a dagoba, when for the latter a stupa, the term tope having reference to the external shape only. The oldest topes are dome-shaped, and rest on a base which is cylindrical, quadrangular, or polygonal, rising perpendicularly or in terraces. A distinctive feature of the tope is the spiral structure, which is in the shape of an open parabol and is known as a tree." To this we add the following extracts from the lecture given by Dr. J. H. Marshall, C.I.E., on his splendid discoveries at Taxila, before the Punjab Historical Society: "The foundation of Taxila goes



## TREASURES OF "WORKS OF MERIT" UNEARTHED AT TAXILA.

MARSHALL, C.I.E. (SEE ARTICLE ELSEWHERE.)



6. SHOWING SMALL FIGURES IN SCYTHIAN DRESS AT THE SIDE OF THE SEATED BUDDHA RELIEFS ON THE LOWEST TERRACE, PROVING THAT THE KUSHANS WERE STILL PARAMOUNT AT THE TIME OF THE BUILDING: DETAILS OF STUPA J (THIRD CENTURY A.D.).
7. SHOWING THE TREPID NICHÉ WITH A FIGURE OF BUDDHA, ON THE NORTHERN SIDE: DETAIL OF THE STUPA CALLED "E."
8. DECORATED WITH A BOLD STUCCO DESIGN OF ACANTHUS LEAVES: A FALLEN STUPA IN THE CITY OF SIR KAP.

9. PRESENTING A COMBINATION OF INDIAN AND HELLENISTIC FEATURES: THE BASE OF A PARTHIAN SHRINE IN THE COURTYARD OF A BUILDING IN SIR KAP.
10. PROBABLY OF THE THIRD CENTURY A.D.: A CHAPEL IN FRONT OF THE CHIR TOPE STEPS.
11. APPROACHING THE BERM ON THE SOUTH: STEPS OF THE CHIR TOPE.
12. A SMALL CIRCULAR STRUCTURE OF PARTHIAN DATE: THE STUPA FROM WHICH THE RELIC CASKET WAS EXTRACTED.
13. DIAPER MASONRY (PROBABLY EARLY SECOND CENTURY A.D.): BUILDING "C" IN SIR KAP.

back to a very remote age, but of the epoch before Alexander the Great we know practically nothing beyond the fact that it was probably included in the Achaemenian Empire of Persia, and that it enjoyed a great reputation as a University town—famous for the arts and sciences of the day. Alexander descended on the Punjab and received the submission of Taxila in 326 B.C., but four years later the Macedonian garrisons were driven out by Chandra Gupta, and Taxila then passed under the dominion of the Mauryan emperors . . . until the death of Asoka. . . . Within four centuries Taxila became subject to five separate empires—the Macedonian, the Mauryan, the Bactrian, the Parthian, and the Kushan. . . . The remains of Taxila itself . . . are situated about twenty miles to the north-west of Rawal Pindi. . . . There are three chief settlements—the Bir Mound to the south, Sir Kap in the middle, and Sir Sukh to the north." Dr. Marshall's success in excavating structures of various periods was due largely to the Buddhist principle never to destroy a stupa or other work of merit—(See Article elsewhere.)



## SCIENCE AND NATURAL HISTORY



## SCIENCE JOTTINGS

CHANCE AND JACK

FOR reasons which are easy to imagine, the spring is certainly the time for what some call speculation and others gambling. After the chill and gloom of winter, when the sun begins to show forth his strength and make to smile the face of Nature, the blood runs more swiftly in the veins of all of us, and old as well as young experience the reawakening of hope. With this comes the desire to tempt fortune—otherwise said, to try one's luck—and to risk a small sum of money in the expectation of getting back a great deal. Most of our amusements, and particularly the national sport of horse-racing, are arranged in view of this, and before many weeks are past a great part of the lieges will be giving their thoughts to the chances of the Derby, from the millionaire who takes a dozen shares in his club "sweep" to the navvy who has "a bit on" the horse he especially fancies.

Yet from the point of view of science — which, it cannot be too often repeated, means exact knowledge based on ascertained fact — neither chance nor luck has anything to do with such matters as success in gambling. Every effective presupposes a cause, and the probable winner of the Derby has been determined beforehand by breeding, training, and all the other things that go to make up preparation. Even what are called accidents in this connection are not really accidents at all. The pulling-up lame of a horse during exercise is due to the over-taxing of some particular nerve or sinew which must either have been congenitally weak or must have been given a less careful and thorough development than the rest of his organism. Even the blundering of a lunatic on to the racecourse at a critical moment which occurred a few years ago can be traced back to the yeasty working of certain ideas in a bemuddled brain, and, given a knowledge of all the facts, could have been predicted with as much certainty as the rising and setting of the sun. What we call chance is nothing but our own ignorance of the causes of things and of the links which bind these causes to their effects. Anyone wishing to pursue this idea further can be recommended to read "*Le Jeu, la Chance et le Hasard*" (Paris: Flammarion, 1914), by Dr. Bachelier, whose investigations into the subject received the high approval of the late Henri Poincaré.

As, however, we are not omniscient, the causes of things must in the vast majority of cases remain a mystery to us, and we therefore have to rely upon the probability of future events turning out as we wish. Whether we are speculating in business or on

FOOD OF THE COUPIN : A KEY TO THE DRAWING  
REPRODUCED BELOW.

The authors discuss the percentage of traveled and continuing recognizable leaf whorls that has been found on examinations to have that species among others in their structure.

as in everything else in turn, depends upon the exercise of certain qualities, such as power of concentration, perseverance, and courage. It might seem to follow from this that the State would do well to encourage anything which might foster the development of such valuable qualities, and that it does wrong in restricting the facilities for speculation. But here there comes in another consideration.

The laws of probability would offer to all an equal chance in such matters were it not for the expense of playing. If we speculate on the Stock Exchange, we have to pay "jobber's turn," broker's commission, and stamps; if on the Turf, the book-maker's commission on winnings and the short prices he lays to make his book even; if in gambling-places, the

the cigarette or pull of the table. Even at target-shooting, there is the initial cost of the rifle and cartridges and the upkeep of the range to be paid for either wholly or in part by the player. Directly we consider these expenses we get on the horns of a dilemma. If the play be not continued for a long time, the laws of probability have not time to assert themselves, as in the familiar case of tossing a coin which will come up heads as often as tails, if tossed frequently enough. If the play is so continued, the longer it lasts the nearer the player is to being ruined, and the larger is the stake he must win in order to recoup the expenses of his former play. Thus is explained, says Dr. Buchelier, the observed fact that the richest player at a game of chance always wins in the long run. His stakes form such a small proportion of his income compared with those of the poorer player that he can continue to play longer without serious injury to himself, can give time to the chances to mature, and is not forced to take any risks but those of his own choosing. It is this which has rightly led to the suppression in most countries of State lotteries, which, by deducting a relatively large percentage of the stakes for the profit of the State, ensured the speedy ruin of those players whose stakes formed a large part of their income.

It follows from this and other considerations to which a return may be made later that any alteration in the law of gambling should be directed towards lessening the facilities for it on the part of the poorer part of the community. Steps to this effect have been taken in the past; and although, in the present, there seems little hope of any further improvement, they are nevertheless worthy of notice.



A VERY VARIED MENU: FOOD OF THE COOPFISH OF THE SOUTHERN PART OF THE NORTH SEA

Describing this drawing, Mr. Fisher writes: "The specimens here shown are those upon which the mollusks of the northern part of the North Sea mostly feed. The specimens taken from the stomach of a cod are, of course, in various stages of digestion; those here shown are of sizes and species of animals as found. Crustaceans are found in 85 per cent. of the specimens examined; Sclera in 35 per cent.; polychaete worms (mainly the sea mouse, *Aphrodite*) in 10 per cent.; and mollusks (mainly the whole *Buccinum*) in a per cent."

REPORT BY A. TITCHELBOURN

the Stock Exchange, betting on a race, playing cards, or, as M. Bachelier points out, shooting at a target, we are in fact doing nothing else than calculating probabilities. On our skill in so doing depends our success in every one of these pursuits, and skill in this

the community. Suggestions to this effect have been before Parliament for some time; and although, in the present state of politics, there seems little hope of their being immediately carried into effect, they ought sooner or later to receive attention. F. L.



## MONSTERS OF THE BACKYARD—III.: GRASSHOPPER: AND HORSE-FLY.

FROM "A BOOK OF MONSTERS," BY DAVID FAIRCHILD (SHORTLY TO BE PUBLISHED). COPYRIGHTED BY THE NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON. PHOTOGRAPHS BY DAVID FAIRCHILD.



OF THOSE ENEMIES OF MAN WHO DEVOUR EVERY LIVING GREEN THING FOR THOUSANDS OF SQUARE MILES: A KING GRASSHOPPER.



SHOWING THE OBLONG COMPOUND EYES: THE HEAD OF THE HORSE-FLY, THE FEMALE OF WHICH IS MORE DEADLY THAN THE MALE.

We continue here the series of photographs of Monsters of the Backyard begun in our last issue. The following is from Mr. David Fairchild's notes on his remarkable photographic magnifications: "The young King Grasshopper is probably twenty days old, and its wings have not developed, but it can jump a hundred times its length. . . . When its wings grow and its internal air-sacs fill with air, it can sail away for miles. One representative of this great family can sail for a thousand miles before the wind. And they go in such numbers that they

make a cloud 2000 square miles in extent. . . . Every living green thing for thousands of square miles disappears down their throats, leaving the country they infest desolate."—"The head of the horse-fly appears to be all eyes. . . . Below the oblong compound eyes are the sharp mouth-parts, which, in the female, are provided with lancets, which enable her to puncture the skin of warm-blooded animals and suck their blood. It is curious that the female should have such habits, while the males are content to lap up nectar from the flowers."



## A REMARKABLE PHOTOGRAPH OF AN ACCIDENT DURING

PHOTOGRAPH



### SHOWING A WHEEL FALLING AWAY FROM THE CAR AND SPECTATORS BOLTING TO

Our photograph shows in remarkably vivid manner an accident which occurred recently at that point of the Santa Monica (California) Course which has been called "the death trap." The driver and mechanic escaped unhurt. Two days later, Pullen won the American Grand Prix on the same car, covering 403.248 miles on the eight-mile course at a speed of 100 m.p.h.; that is, for



## MOTOR - RACING: AT DEATH CURVE, SANTA MONICA.

BY HAMURO



### SAFETY: THE MISHAP TO THE MERCER DRIVEN BY "A NEW HERO FOR SPEED FANS."

"Death Curve." The Mercer driven by Eddie Pullen lost a wheel. The car capsized; and its front was wrecked against the fence; but, fortunately, both an average speed of 77½ miles an hour, and setting up a fresh record for the event. Evidently there is good reason for the statement that Pullen is "a new hero for fanciers" of speed contests.



## ART, MUSIC

## &amp; THE DRAMA.



## ART NOTES.

THE Royal Society of Painters in Water-colour is responsible for an attractive and interesting Exhibition at its Gallery in Pall Mall. If the year seems to be an especially good one, it is not because the Society's talents have suddenly or unduly expanded. There is, in fact, no new talent, nor is there any enlarging of the old horizon; but after a tumultuous twelvemonth among all sorts of pictures the visitor cannot fail to feel that the time was ripe for just such a gathering of conventional and often charming drawings. It is, for instance, nothing new to find Mr. Sargent at his best. For years he has been overwhelming; there is no less than habitual supremacy in his slightest stroke. One does but need to face any one of his drawings to recognise his overmastering mastery. Thus it happens that "In a Spanish Garden" and "The Piazzetta" affect one as if each possessed some peculiar virtue. The head of the elderly lady who watches the progress of a friend's drawing in the Spanish garden is probably the most brilliant piece of portraiture in the whole range of water-colour; and the extraordinary power of the Venetian scene gives it a high place in a much wider range of achievement. Less swift and vivid in their brilliance, but hardly less impressive, are Mr. D. V. Cameron's three drawings—"Arran Rocks," "Argyll," and "Braes o' Doone." Better work he has never done. Mr. Tuke's ships, Mr. Charles Sims's cupids, Mr. Francis James's primulas, Mr. Larmorna Birch's castles, and Mr. Crockett's orchard are among the pleasant things of the collection.

The appearance of Lady Ritchie's scrap-books at Sotheby's afforded a rare opportunity of revising the old estimates of Thackeray's pictorial talents; and the price fetched by the volume of sketches offers one sort of challenge to the very slighting tone of modern comment. No tone can be too slighting if Thackeray's draughtsmanship is to be judged by the worst of his published illustrations. His was a technical silliness that looked doubly silly by the time it had been engraved on the wood and printed in the half-hearted ink of his time. A joke that is nearly done to death even in the process of being lightly pencilled by its heavy-handed author may be entirely extinguished during the further processes of block-making and printing. Thackeray, despite his long experience of a public, could never draw for it with confidence or a light heart. It would seem, however, that he could draw quite well for his own ends. When he went sketching far from Cornhill—and the farther the better—he made water-colours that have ease and delicacy, qualities which his illustration work lacks. The Thackeray of Lady Richmond Ritchie's



"THINGS WE'D LIKE TO KNOW," AT THE APOLLO: MISS DOROTHY MINTO AS DOROTHY GEDGE, AND MISS HELLER HAYE AS MISS GORDON DRYDEN, WHO DISCOVERS THAT DOROTHY IS NOT THE POET SHE PRETENDS TO BE.

scrap-book and the Thackeray who capers through the pages of the "Fifties" have little in common. The Thackeray of the Private



"THINGS WE'D LIKE TO KNOW," AT THE APOLLO: WILKINSON BROTHERS; THE TURK COMMISSION AGENTS WHO TURN PUBLISHERS OF POETRY.

From left to right are Mr. Lewis Gendish as Arthur Wade, Mr. Lynton Lyle as Colonel Apollon, Mr. Charles Hawtrey as Richard Gilder, and Mr. Henry Wenman as Brabazon Todd.

Scrap-book draws cypresses with a certain sense of style; there is a gleam in his skies, and romance in his hasty notes of foreign city wall and chance landscape. The Thackeray who made those sketches was all the happier for making them. Though it cannot be said that he was on the best of terms with the Eastern crowd, one feels that he was on

the only two new works put forward, but there is a promise to revive Verdi's "Falstaff." The programme is distinctly old-fashioned, and put forward on strictly conservative lines that will hardly escape criticism; but "the drama's laws the drama's patrons give," and if the patrons of Covent Garden desired and would support novelties, it is safe

to say the management would provide plenty. As there is no wish to exchange old favourites for new and untried works, the management can limit its efforts to the presentation of time-honoured operas in the most effective fashion possible. The "Ring" Cycle, under Nikisch, is safe to create a fresh enthusiasm for Wagner's work; Mr. Coates, as conductor of "Parsifal," has the chance of adding to a considerable reputation; and the return of Signor Cleofonte Campanini will be welcomed by his many friends, who have found many occasions to regret his absence. Doubtless the season will justify itself; at the moment it suffices to welcome it, and look forward to hearing some of the finest singers singing the most melodious music. If neither the



"THINGS WE'D LIKE TO KNOW," AT THE APOLLO: IT IS ARRANGED THAT, AS DOROTHY GEDGE, DOROTHY GEDGE SHALL MOTHER RICHARD GILDER'S POETRY—MR. CHARLES HAWTREY AS RICHARD GILDER, MISS DOROTHY MINTO AS DOROTHY GEDGE, AND MR. HENRY WENMAN AS BRABAZON TODD.

Photographs by Foxton and Bedford, Ltd.

better terms with it than might have been expected; and though he was always happier in Young Street than in Jerusalem, he could, as several of the landscapes show, be moved by alien beauty.—E. M.

number of novelties nor the arrangement of the programme satisfies everybody, it is at least well to remember that nothing in any season's plans could hope to escape criticism, more or less pertinent.



LADIES' SUPPLEMENT FOR APRIL.



A FUTURE QUEEN IN THE COSTUME SHE WORE DURING THE BALKAN CAMPAIGN:  
THE BEAUTIFUL CROWN PRINCESS OF ROUMANIA.

The Crown Princess of Roumania, wife of the Crown Prince Ferdinand, is the daughter of the late Duke of Saxe-Coburg and Gotha, uncle of King George V. The Crown Prince and Princess have recently been on a visit to the Tsar and Tsarina of Russia, which has aroused considerable interest in view of the projected

matrimonial alliance between their son, Prince Charles, and the Grand Duchess Olga, the eldest daughter of the Tsar. It has always been the Tsar's wish that his daughter shall be as free as is possible to a member of a royal house to choose her husband according to the dictates of her heart.—(PHOTOGRAPH BY STANLEY)



## AN ENTRANCE HALL DESIGNED BY AN A.R.A.; AND



### LUXURY THAT WOULD HAVE SURPRISED OUR FOREFATHERS

Our forefathers of the eighteenth century who may have visited the old Gloucester Coffee House before starting on their journey by mail coach to the West of England would, to say the least, be surprised to find that the entrance-hall of the house of the future could not be met with even in the mansions of the great families of that time. Not only has the entrance-hall been designed by Mr. Edwin A. Lutyens, an Associate of the Royal Academy, but the other rooms and the staircase above may serve as examples to those who are interested in the subject.



## OTHER STRIKING EXAMPLES OF DECORATIVE SCHEMES.

STAIRCASE



A BEDROOM  
EN SUITE  
WITH FIG. 1.



OF THE RESTAURANT



THE ENTRANCE  
HALL  
DESIGNED BY  
MR LUTYENSARA

### SOME NEWLY DECORATED ROOMS OF THE BERKELEY HOTEL.

the least of it, be surprised if they could see the building that now occupies the site of that ancient hostelry. This building, the luxurious Berkeley Hotel, strikes a note of comfort that one of the chosen architects for the making of India's new capital at Delhi, but also throughout the hotel the rooms are decorated in a most luxurious and artistic manner. The illustrations we in the artistic furnishing of their town or country houses.



# THE WOMAN'S PROGRESS.

BY ELLA HEPPWORTH DIXON.

THAT Woman, at her best, is a practical and inventive creature, rather than an artistic one, is nowadays evident to all. She is not so much preoccupied with aesthetics, as concerned with social reform, with exploration, and with science. Advancing on these lines, man's mate may become of incalculable service to the State. The important point seems to be to catch the mass of young girls when they are mentally fluid, and instil into them those elementary notions of honour, obedience, and courage which for centuries we have taught to boys. The Scout movement will do as much for the morale of English girls as it has already done for the boys, and Miss Agnes Baden-Powell began a big work when she started, five years ago, the organisation of the "Girl Guides." Already there are 12,000 of these handy little people at work and at play in England and Wales alone, while if we include Scotland and the King's Overseas Dominions, we must reckon at least 20,000. Those who have a company of them going through their drill, ambulance work, code and Morse signalling, athletics, and songs the other day in Lady Llangattock's drawing-room were delighted with their deft handiness and high technical accomplishments. "Flag wagging" is not an easy thing to learn, yet in war time or in pioneer lands a woman who could use this form of signalling might do immense service. Cooking, camping-out, spearing for tracks, nursing, making bandages and splints, saving life from fire, drowning, or gas poisoning are all thoroughly learnt, and a little maid thus equipped will be an efficient member of the community, because the intelligence is trained. Incidentally Miss Baden-Powell's Girl Guides are playing the most delightful game yet invented.

If women, as a whole, have not achieved any outstanding work of plastic genius, they are undoubtedly, in their own persons, anxious to bring about a new interest in the beauty of the human form, of pose and of gesture. The recent revival of dancing as a fine art and as a medium of artistic expression is familiar to all, and there is at least one Englishwoman, Mrs. Roger Watts, who desires to achieve nothing less than the renaissance of the Greek ideal in our national life. This lady has set out her interesting experiments and theories in a big volume which Mr. Heinemann has just published, and which contains reproductions of the best specimens of Greek sculpture and of Mrs. Watts's amazingly faithful and beautiful reproductions of these works in her own person. The author of these ingenious theories has studied Greek art history,

English middle classes; it only remains for a Diana Watts to spread the light and produce a higher type of human being than we have at present.

In Japan, the influence of the feminine movement is

however, a purely literary association, presided over by a novelist of some accomplishment, and advocating the "emancipation of the body and the spirit." The Shinsin Fugin-Kwai, on the other hand, aims at no less than establishing a new neo-mystical religion, a religion which denies the efficacy of all existing forms of worship. Like Mrs. Eddy in America, Mrs. Komako Kimura is ambitious to spread the light, though it was her husband, and not she, who first evolved the new theories. The lady, a convinced Suffragist, is already on her way to the United States to support the Franchise movement, and will, with her husband, reach England before long.

Miss Faith J. Murray, who is Professor of English Literature at University College, Reading, and Fellow and Lecturer of University of London King's College for Women, has brought out a volume in conjunction with a number of other writers, treating of "Women-Workers in Seven Professions." All the contributors are people distinguished in their own line, and it is noteworthy that Miss Lena Ashwell, who writes of acting as a livelihood, strikes the

most pessimistic note. Like all famous feminine comedians, she earnestly dissuades her younger contemporaries from entering the great, badly paid company of mimmers. On the whole, the most paying profession for women nowadays seems that of physician or surgeon; and yet only about forty years ago Dr. Jes-Blake and Miss Garrett were knocking at the doors of Edinburgh University, and were only allowed to study under grave disqualifications. In the medical profession, a woman, as well as being eligible for such posts as school medical officer, assistant officer in Poor Law infirmaries and asylums, may, if she is successful as a private practitioner, make up to typing, the Civil Service, and secretarial work are all treated of, but the prospects in these branches are not so rosy, and all the authors of these papers insist, in no uncertain voice, on the necessity of women's obtaining the same pay as men for the same work.

AN ANTIQUARY OF NOTE: MISS M. A. MURRAY, WHO CONDUCTS EXCAVATION WORK UNDER THE EGYPTIAN RESEARCH ACCOUNT.

Women, by reason of their patience and attention to details, would seem to be ideal excavators, as is instanced by the success of Miss M. A. Murray, the well-known author of "The Ombra." This lady, on behalf of the Egyptian Research Account several years ago, commenced the excavations which were completed by Professor Naville for the Egyptian Exploration Fund, and led to the identification of Strabo's "Well" in the Ombra at Abydos.

Miss Mary Proctor, daughter of the astronomer, is returning triumphantly to London, having persuaded Mr. Thomas Cawthron, of Nelson, New Zealand, to disburse no less than £50,000 in erecting and endowing a Solar Observatory in the Antipodes. We have now similar observatories all round the world, and New Zealand was the last link in the chain.



MISS MARY PROCTOR: BY WHOSE EFFORTS A NEW ZEALAND SOLAR OBSERVATORY HAS BEEN ENDOWED WITH £50,000.

Photograph by Morcott.



PERSONAL IN JAPAN: MISS AGNES BADEN-POWELL, A PRIMER OF JAPANESE SUFFRAGETTE AND LEADER OF THE MOVEMENT.

and literature exhaustively, and she does the secret of the superiority of ancient Hellas in have lain in their knowledge of tension and will-power allied. "The Renaissance of the Greek Ideal" is a real achievement, and the book, with its simple directions, diagrams, and pictures ought to be in every girl's school and college. Already we are raising a race of Amazons among the



PERSONAL IN JAPAN: MISS AGNES BADEN-POWELL, A PRIMER OF JAPANESE SUFFRAGETTE AND LEADER OF THE MOVEMENT.

Photograph by London.



A LADY WHO WOULD INTRODUCE THE GREEK IDEAL INTO OUR EVERYDAY LIFE: MRS. ROGER WATTS.

already making itself felt, and in Tokio alone there are two clubs or societies which go, in some respects, even farther than we do. The "Blue-Stocking Club" seems,



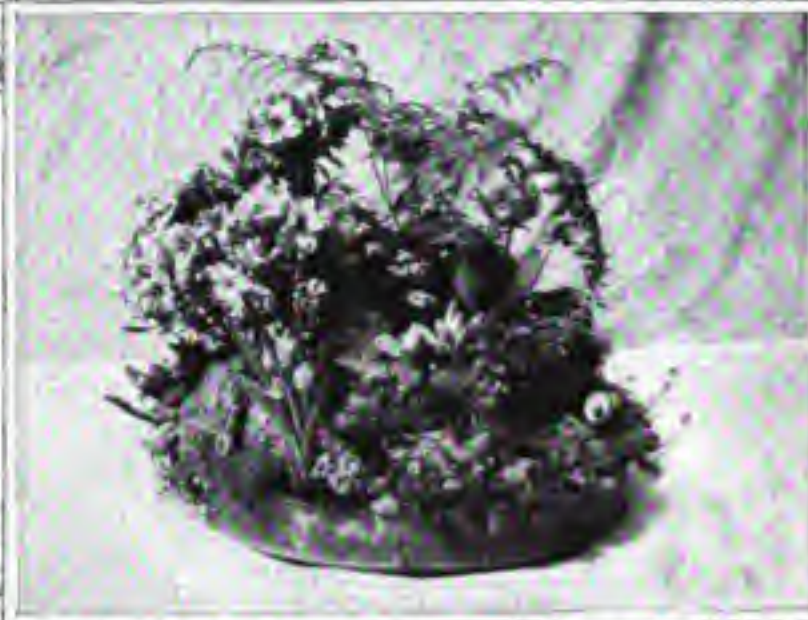
MISS MURIEL PUSTER, AWARDED THE ROYAL PHILHARMONIC SOCIETY'S GOLD MEDAL. THE "BLUE RIBBON" OF MUSIC.

Photograph by Russell.



# NOVELTIES IN FLORAL DECORATION: ROCK GARDENS FOR THE TABLE

SPECIALLY PHOTOGRAPHED FOR "THE ILLUSTRATED LONDON NEWS," BY PERMISSION OF CARLTON-WHITE, 31, NEW BOND STREET.



A MINIATURE ROCK GARDEN, WITH BRIDGE AND BUSHES, PLANTED WITH MULLIN'S AZALEAS, CACTUS PLANTS, PRIMULAS, ROCK ROSES, AND VIOLETS.



A ROCK GARDEN WITH STEPS UP TO AN ARCH, WATER, AND LUCID GEMMUM OR FEATHER CACTUS PLANTS, HEACINTHS, BASILICUM, AND PRIMULAS.



MADE OF AZALEAS, HEACINTHS, AND LITTLE ROCK FENCES, A ROCK GARDEN, WITH A BRIDGE OVER A POOL, AND DUCKS.



WITH A LITTLE PATH LEADING TO STEPS AND A BRIDGE, A ROCK GARDEN COMPOSED OF A MUCH AZALEA, CACTUS, PRIMULAS, AND ORANGE HYACINTHS.



A JAPANESE GARDEN, WITH A PAGODA AND OTHER ORNATEMENTS, MADE OF AZALEAS, GRAPE HYACINTHS, VIOLETTES, HELIOTROPES, AND ROCK FENCES.



A ROCK GARDEN SURROUNDING A SMALL HILL, WITH A HOUSE BELOW. THE FLOWERS ARE AZALEAS, HEATHER, CACTUS, HYACINTHS, AND BASILICUM.

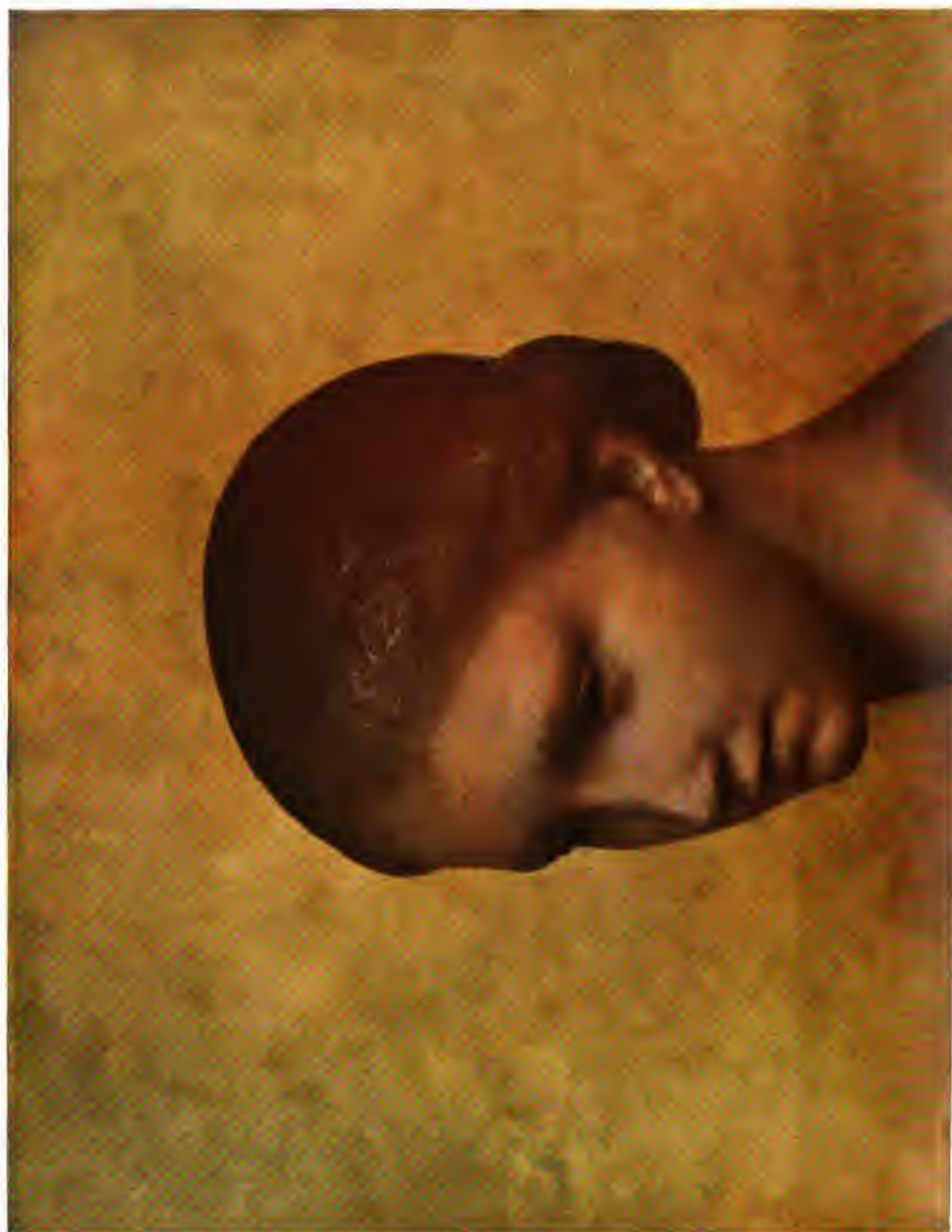
## SUGGESTED BY THE VOGUE FOR ALPINE GARDENING: MOVABLE ROCK GARDENS.

Though not strictly rock gardens in the true sense of the word, Messrs. Carlton-White's latest form of floral decoration has certainly been suggested by the vogue for Alpine gardening. That these tiny table gardens have something of the Japanese about them is made evident by the use of little bridges, pagodas, ducks, and little houses; though,

unlike the Japanese, the English florist has not employed any dwarf plants whatever. These novel centrepieces for the dining-room table are about eighteen to twenty in diameter, and are, therefore, easily moved about. Their prices range from one to three guineas, and they last an indefinite period.



## The Beautiful Unknown of the Lille Museum.







## A MYSTERY IN WAX: THE EXQUISITE WICAR "TÊTE DE CIRE" OF WHICH THE ORIGIN IS UNKNOWN.

The discussion which arose over the famous "Leonardo da Vinci" was just bought by Dr. von Bode for the Imperial Museum, Berlin, brought to public notice the great treasure of the Wicar Museum at Lille, which has long been the admiration of all lovers of works of art. This head of a beautiful unknown, of which we give the reproduction in its natural coloring, was the subject of one of M. Paul Bourget's essays; while Alexandre Dumas fils was so enraptured with this head that it is said he had a perfect copy made, and that it became for him his Egeria. The "venue"

of this wax bust cannot be traced further back than the beginning of the nineteenth century, when the painter Wicar, a pupil of David, made a journey through Italy during which he formed a collection of works of art. This collection he bequeathed to his birthplace, Lille; and in his own catalogue he described the bust as of the time of Raphael; while in the official catalogue the influence of Leonardo da Vinci rather than that of Raphael is observed. The drapery and the face, it is stated, were added to the head and torso in the eighteenth century.





By MRS. C. W. EARLE.

Author of "Pail-Pail-John &amp; Henry, Garden."

THE delight of March is that on fine days the sun once more seems to have regained its power, and all Nature responds. Once more, too, it sets behind my two old Scotch firs, the only really picturesque feature of my garden. How strange that we still perpetuate the concerted fiction of sun-setting and sun-rising! Amongst all the old superstitions there is nothing more understandable than the Sun-worshippers with the proud idea that the great god rose and fell for the benefit of this little world of ours?—A bright day in March always recalls four lines of the old sixteenth-century French poet, Ronsard—

Soleil, source de feu, haute merveille, soleil!  
Soleil, l'âme, l'esprit, l'œil, la beauté du monde;  
Tu as beau te lever de grand matin, et finir  
Bien tard, l'obscurité m'est; tu ne saurais rien voir  
Plus beau que notre France!

It is old French, of course, and the long western coast of France is particularly suited for afternoon sky-effects.

But I must not forget I am expected to write about Gardening. For years I have tried to make the Lent Hellebores live when picked and in water, and the other day I saw in some paper that to bruise the stalks by hammering them answered well, and it is true. I have some white and some purple ones that are quite fresh and have been many days in water. Nothing is more satisfactory to force moderately early than the narcissus *Sulphur Flower*. It has large, double, pale-sulphur, rose-shaped flowers; they grow well in basins or pots. The sweet-smelling *N. Albusplenus odoratus* does well out of doors in May, but is no use at all for forcing. I do not know why, but nothing happens but leaves!

The wet mild spring has favoured the *Daphne Mezereum*. I have many little bushes of both the lilac and the white, as I grow a few each year from seed, sown as soon as ripe. Robinson says it is wild in English woods, but I have never seen it; and certainly a top dressing of well-decayed leaf mould in February in this sandy soil helps it very much. I had brought me the other day by a kind friend from Paris the last affection in the way of a flower-vase on the Japanese idea. It is a round glass bowl, like a big soap-bubble, which becomes heavy when filled with water, with a small hole at top to contain one spray. I have it now with a branch of this sweet-smelling daphne, and it looks well and quaint. If it grows wild in the woods of Hampshire, it was very likely taken there by the birds from a neighbouring garden. Those who wish to save the seed must watch carefully, as ripe seeds will not grow, and when the seed is ripe the robins will strip the branches of the bright-red berries in a day. They were used as a medicine in old days but are now-a-days considered poisonous.

The hedges are full of the leaves of the wild arum, its well-known country name being "Lords and Ladies." The leaves are beautiful in shape and colour—a peculiar deep green, sometimes spotted with black. They mix well with many of the early spring-flowering bulbs, which are injured if their own pretty leaves are gathered in any quantity. In Queen Elizabeth's time the arid root of the arum was sometimes prepared for food; and at Portland the most pure and white starch was made from it—though it injured the hands of the laundresses, an especially strong starch being required to stiffen the ruffles of those days. Gilbert White says that in severe winters he observes that thrushes dig up and eat the roots.

I saw in a paper the other day the following description for the destruction of queen wasps, which seems worth trying, though in any wholesale interference with Nature I always have a fear that there may be another side to the question. For instance, I am too ignorant to know if raspberry blooms have to be fertilised by insects; and if so, do the queen wasps help the process? The cutting recommended the hanging on the sunny side of any clump of common laurel a few wide-mouthed glass jars half-full of beer and brown sugar. The queen wasp seems attracted

by the common laurel, and also by the flower of the raspberry. The writer adds that he has caught as many as seventeen queens in one day, and nearly cleared the neighbourhood of wasps. The bottles among the raspberry canes in April seldom caught more than three among the laurels on warm, sunny days in March.

The annual Show of the Royal Horticultural Society in Vincent Square of forced spring bulbs, alpinas, and many other plants grown under glass, is, perhaps, the prettiest and most attractive of the whole year. The Show on March is surpassed itself, and would not, I verily believe, be seen in many other towns in Europe. The pleasure, to a certain extent, was spoilt by the crowd of admirers. If it could be arranged that the public moved down one pathway and up another, it would, I think, add to the comfort of everybody. As it was, one always seemed going against the current. The forced lilacs and clematis were very good, and could not be beaten by the best Paris flower-shops. The pans of large dahlias were magnificent; but I observed the best were grown in earth, not glass. The difficulty about growing bulbs in

originality and beauty. Lady Constance remains in a sense a "prisoner," as she is an invalid. Mr. Filson Young says: "I spent yesterday evening reading Lady Constance Lytton's book, 'Prisoners and Prisoners.' I will not say a word on the subject that directly inspired it—Votes for Women. But I will say, because I deeply believe it, that no man or woman could fail to be the better for reading it. It is reasonable without being subtle; it is searching without being aggressive; it is courageous without being truculent; it is profound without being heavy, and exciting without being sensational. It is gracefully enlightened with humour. Above all, it is sincere in every word. The author's accounts of her experiences in Holloway, Walton, and elsewhere bear, if I have any competence to estimate and weigh the written word, the stamp of truth. Like certain Russian books of the last century in which life, denied official expression, flowed into literature, it contains stuff which must help to change the thought of this country on social matters of first importance. Few people—not I, at any rate—can be quite the same after reading it. It is dedicated to Prisoners of every kind; to whom no more beautiful word than this, concerning those who try to help them, was ever written: 'Unless they truly understand your lot, understanding your goodness as well as your badness, and sympathizing with your goodness as well as with your badness, they will seem far off from you.' Who knows, though, but that you may help them?"

This is the saddest month in the year for the kitchen garden; though mine just now is a mass of violets—double Marie Louise and large single Princess of Wales, and the best of all, though so seldom grown now, the old violet *Odorata* of my childhood. The single white violet comes much later. At the end of April we pull up the violet *Odorata* and put back small runners and pieces with roots, sticking them in anywhere, under trees and along walls and espaliers. The trouble is well worth while for the masses of flowers they yield every March. The better kinds want rather more care, and are planted along raspberry canes, where they get some mulching in the summer.

Salad is a difficulty just now. Lots of beetroots remain where they were dug up and covered with earth. Corn salad is abundant still, and Sutton's winter endive we still have in small quantities in a shed; but the most precious are the baby lettuces grown in baskets described before.

This is a French-peasant soup, possible for everyone who has a garden: Use vegetable stock or water in which macaroni or rice has been boiled. Gather in the garden chervil, young sorrel leaves, a bay leaf, one small onion, a little thyme, parsley, and tarragon—this last must be from a greenhouse. Chop all these very fine. Eight minutes before serving add the chopped herbs to the stock and a piece of butter the size of a small egg, a little salt and a pinch of pepper. Boil up and serve very hot with dry toast.

The American tinned corn I mentioned last month makes an excellent thickening for soup after being served as a vegetable. This is not a bad way of cooking cabbage or sprouts: Lightly boil some young cabbage in salt and water; strain it, put it on a board and chop it not too fine. Make a little sauce with some water, or better still, some vegetable stock; an onion, a lump of butter, and a small pinch of flour. Let it cook a quarter of an hour; stir it well; remove the onion, return the cabbage to the sauce, with or without some chopped parsley; make very hot and serve.

A Winter Salad: Blanch some walnuts and take off the skin; cut up some celery into small pieces and cover with a mild mayonnaise sauce. If celery is over, cold waxy potatoes cut into small squares may take its place, though not so good as the celery.

When apples get scarce and tasteless in spring a very good "charlotte" can be had by making a purée of stewed sun-dried apricots, which can be got at all stores.



THE FORMAL FRENCH GARDEN OF THE SIXTEENTH CENTURY REVIVED: A RECONSTRUCTION IN THE GROUNDS OF THE HOTEL DE JOYEUSE, ANNUNCI.

In the centre of the four compartments, which are made of different-coloured sands and foliage, is a fountain. At the end can be seen a little arbour.

filice is the watering. They have nothing but water to live on, and when the moss begins to grow they do not get water enough if the basin is filled to the brim. Narcissus *Cyclamen* is one of the gems of the family. I have often bought it, but never succeeded with it out of doors, whereas it is all over the place at the Horticultural Gardens at Wisley, and sows itself abundantly on the grassy banks, where it is never disturbed.

Tulip *Narcissus* is a new and beautiful tulip, splendid for pots. Pulmanarias seem to have been improved lately, and they can be dug up in spring and flower well under glass; the cold rains injure the flower out of doors. *P. Augustifolia* struck me as being especially good; also a low-growing *Andrena Myosidifera* seems a desirable plant to get. The Japanese acers, with narrow cut leaves, are pretty in pots under glass at this time of year, both the red and the green ones. Cortes had a lovely new large camellia called *Camellia reticulata*, but too expensive to risk in my crowded greenhouse. *Forcixia intermedia* was covered with blossom and of more compact growth than *Suspense*, which is so useful to owners against walls here: in the open the birds peck off all the buds.

And now I must wander away from gardening and mention a book that will interest many—Lady Constance Lytton's "Prisoners and Prisoners," lately published—and quote what I feel is true and much better expressed by Mr. Filson Young, in the *Pail Mail Gazette*—a paper that many people living in the country never see—than I could do it. The book is poignantly sad, and yet of great



# WOMAN'S CULT OF THE DOG: No. XIII.—THE DACHSHUND.

PHOTOGRAPHS BY FRANK STEPHENSON, AND ARTIST.



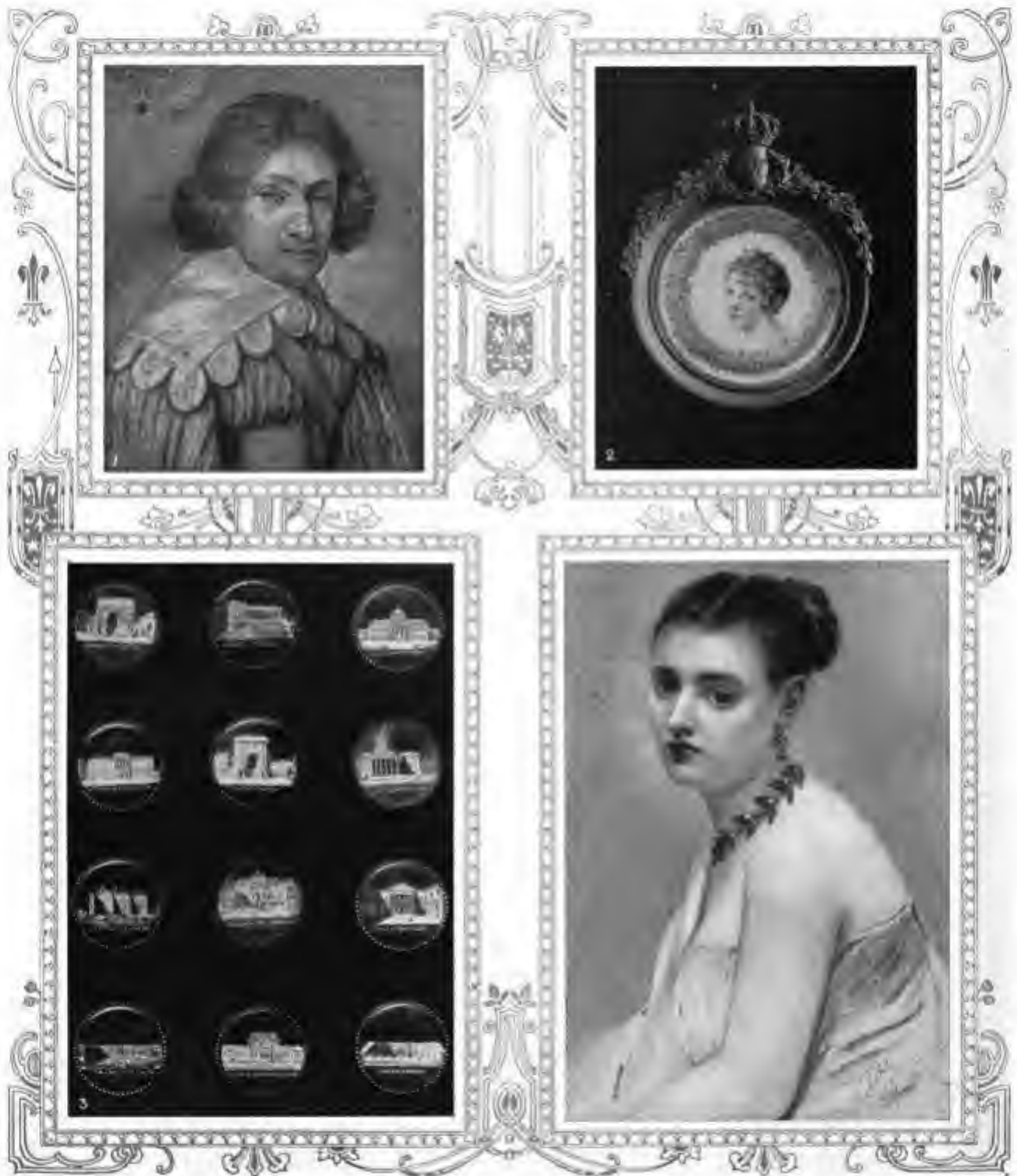
IN GERMANY USED TO TACKLE THE BADGER, THE HILL-FOX, AND EVEN THE WILD BOAR; BUT IN ENGLAND ONLY A PET DOG CHAMPION AND PRIZE-WINNING DACHSHUNDS.

Much of the dachshund's past record in England is the story of a mistranslation of the German word "hund," which instead of just "dog" was taken to mean "hound"; and the "Kennel Club Stud-Book" having enshrined these dogs as "German Badger Hounds," it has been as hounds that these smart, fearless little terriers were bred, with stubborn British determination to make them "lambly true" to a type to which they do not belong, until a wider knowledge of German revealed their purpose in life. In Germany the dachshund, as its name implies, has won its place as the badger-dog for excellence by his sporting characteristics below or above ground, his unflinching

pluck and his untiring spirit. In England he is unknown as a sporting dog, but loved as a merry, amusing, quaint, clever little companion, affectionate and faithful, willful. But with the rise of appreciation of the breed the sporting note may be sound and with the hound idea now peacefully interred with past errors, the dachshund true German type should attain the recognition his merits deserve as one of the gas of workers below ground, and capable of holding his own with badger, hill-fox, even wild boar. There are in this country two specialist clubs in the interests of the breed the Dachshund Club, formed in 1881, and the Northern Dachshund Association in 1



# BUTTONS PAINTED BY MARIE ANTOINETTE AND DRAWINGS BY ROYALTY.



1. BY LOUIS XIII. OF FRANCE: A PORTRAIT OF THE DUC DE TRESME, EXECUTED IN PEN AND INK AND TINTED WITH VARIOUS COLOURS BY THE KING WHO REIGNED WHEN RICHELIEU RULED OVER FRANCE.
2. BUTTONS SHOWING THE CHIEF MONUMENTS OF PARIS AND VERSAILLES PAINTED BY MARIE ANTOINETTE.

3. A MINIATURE OF HER SON, AFTERWARDS NAPOLEON III., PAINTED BY QUEEN HORTENSE, DAUGHTER OF THE EMPRESS JOSEPHINE AND CONSORT OF LOUIS BONAPARTE, KING OF HOLLAND.
4. A PORTRAIT OF THE DAUGHTER OF THE AMBASSADOR BENEDETTI, BY HER IMPERIAL HIGHNESS PRINCESS MATHILDE.

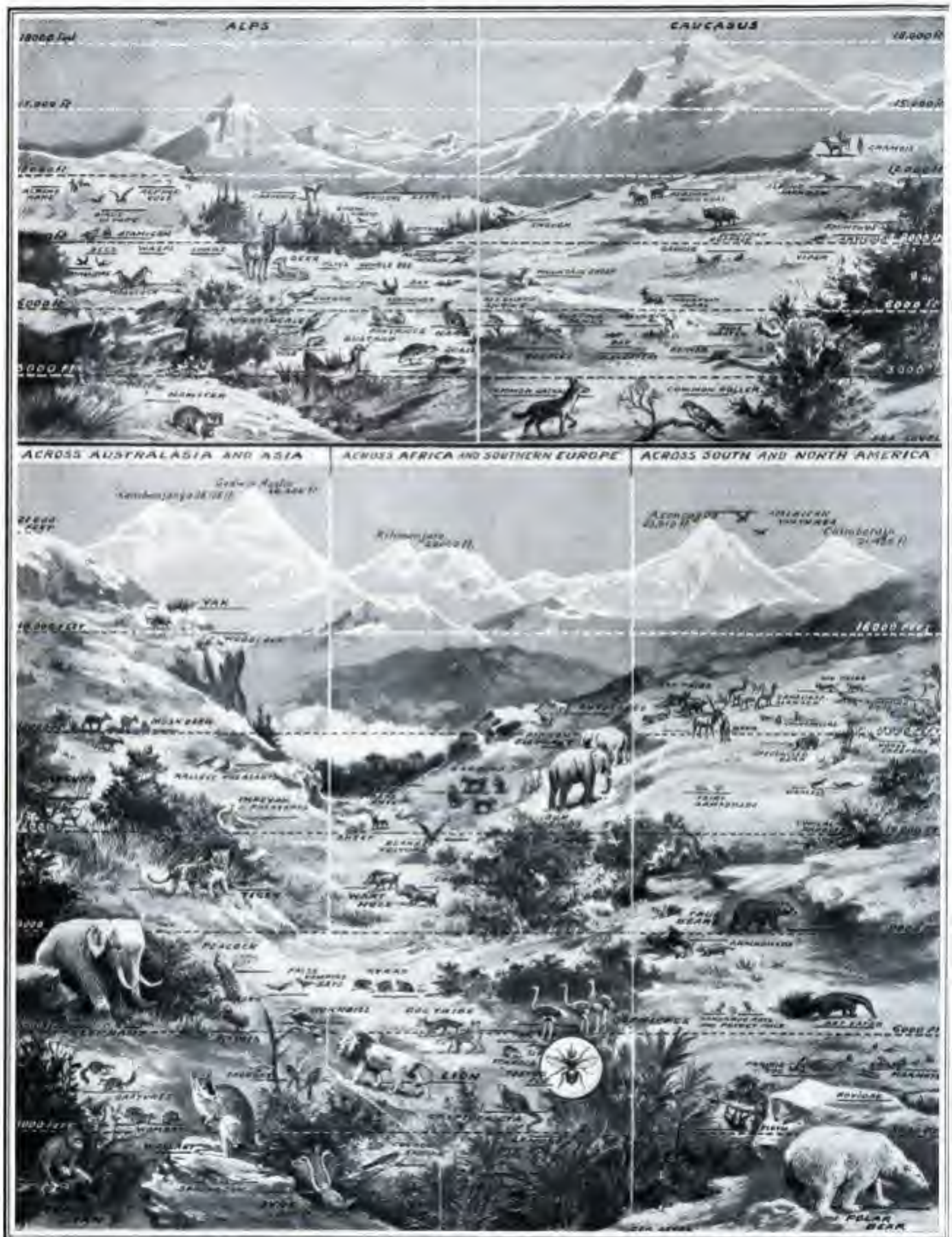
The annual Exhibition of the Société Artistique des Amateurs was inaugurated on March 6 in the Pavillon de l'Alcazar, by President Poincaré. The collection contains an interesting retrospective section dealing with the artistic works of royal and historical personages. In addition to the examples given above there are a piece of tapestry in "gros point" worked by Marie Antoinette while in the prison of the Temple, a water-colour by the ill-fated Princesse de Lamballe, a thasuble embroidered by Mme. Elizabeth, and many other interesting exhibits.

END OF LADIES' SUPPLEMENT.



## THE GREATEST HEIGHTS AT WHICH ANIMALS ARE FOUND.

DRAWN BY W. S. BORDINSON.



LOCAL AND GENERAL: ALTITUDES OF LIFE ABOVE SEA-LEVEL—FROM ABOUT 1000 FEET TO 23,910 FEET.

This drawing is designed to show the vertical distribution of animal life; and the highest point at which the particular animal is found is shown in each case. In no way does the illustration indicate the range of the animal; indeed, the majority of those depicted are found down to sea-level, or nearly so; others, of course, are not; for instance, the yak is found at a height of nearly 19,000 feet, but seldom as low as 10,000 feet. The space between each pair of dotted lines, it will be noted, represents

1000 feet. The small black horizontal lines mark the highest altitudes attained by the animals. The drawing is based on excellent diagrams in the "Atlas of Zoogeography," a series of maps illustrating the distribution of over 700 families, genera, and species of existing animals. This work forms Volume 5 of "Bartholomew's Physical Atlas," published at the Edinburgh Geographical Institute, by John Bartholomew and Co., under the patronage of the Royal Geographical Society.



## BROUGHT INTO BEING BY GENERATIONS OF CANOEING? ESKIMOS WITH THIRTEEN RIB-BEARING JOINTS

BY CHARLES DAWSON, F.S.A., F.G.S., DISCOVERER OF THE FAMOUS HILDOWN JAW AND PORTION OF SKULL.

IT is no uncommon thing to hear some of our contemporaries referred to, especially in political circles, as having little backbone. It nevertheless may come as a shock to most of us to be told that there exist human beings who literally and physically possess more backbones than their average fellow men and women. In the same way, it may surprise those who take literal views of the history of the creation of woman that there still exist human beings who possess more ribs than the majority of the sons of Adam.

Normally, our human skeleton possesses seven cervical or neck joints (*vertebrae*), twelve dorsal or rib-bearing joints, five lumbar or joints of the waist, five sacral or vertebrae combined together and forming part of the hip-region, and three or four caudal or tail vertebrae, in which latter respect, strange as it may seem, we exceed some of the higher apes.

However, as above mentioned, there occurs, among other abnormalities of the human frame, a rare additional joint of the back, one which sometimes makes its appearance between the ordinary lowest rib-bearing joint and the topmost of the joints of the waist. In its intermediate position, this additional joint sometimes partakes more of the shape or character of the series of joints beneath it, and in other cases it more nearly resembles those above it. In the latter case, this joint sometimes bears a pair of small rudimentary or "floating ribs."

When we consider that these joints have their origin in the natural splitting-up or division of the tiny gelatinous chord (the future backbone) of the embryo man into segments or joints, the wonder, of course, is that the human backbone does not vary in this respect to a greater extent, as it more often does in lower animals, and, indeed, among those so highly developed as the man-like apes.

The explanation of the occurrence of this extra joint of the waist is usually ascribed to the fact that the movable series of joints of the vertebral column above the hips have borrowed one joint or section from the fixed series properly belonging to the hip region. The latter, in turn, borrow one joint from the tail or caudal series, which is consequently short of one segment. Sometimes this order of annexation is reversed, and the hip region or the tail is longer at the expense of the joints of the waist. The hip region is therefore sometimes

examples. But lately, during an examination of various Eskimo remains which from time to time have been brought from the Arctic regions, the writer noticed that representatives (male and female) chosen haphazard from a certain tribe of Eskimos living along the most northern shore of North America possessed the distinction of thirteen dorsal vertebrae, with the pair of additional ribs. We have

follows swiftly to the hunter who cannot immediately, by a wonderful twist of his body and stroke of his paddle, restore himself and his craft to an upright position. So able, indeed, are many of these Eskimo hunters that they will, for sport or exercise of their skill, purposely overturn their "kyaks" in the water, and perform a series of side-somersaults before recovering their normal upright position. Nevertheless, in spite of all this skill, the danger of capsizing is a very real one.

Dr. F. Nansen, in his fine description of "Eskimo Life," tells both sides of the story, and points out the awful realities of the dangers of the Eskimo in his struggle for existence. Quoting the vital statistics of one Eskimo district, he showed that one fourth of the total mortality there was alone due to accidents arising in the management of kyaks.

It may well be conceived that under these conditions an additional joint at the top of the waist (or lumbar series) bringing with it an increase of flexibility and strength of back and waist, may have been of vital importance to a race living under such highly specialised conditions. It is clear, therefore, that any advantage so gained in kayak-hunting would lessen the chance of risk by death in such accidents, and serve to perpetuate in the race a greater number of individuals possessing this advantage by reason of survival of the fittest, and a consequent preponderance of inheritance from such survivors.

Charles Darwin commented, in his "Descent of Man," on the seeming hereditary transmission of the aptitude for seal-hunting from an exceptionally skilled Eskimo hunter to his offspring, although, owing to the death of the father, his son derived no direct tuition from him. Darwin no doubt referred to a certain mental aptitude, and to this we may now add the probability of the transmission of the bodily characteristic above mentioned. Other writers have remarked upon the extraordinary flexibility of the waists of Eskimo women, who will endure for a long while the stooping posture, when scraping skins, without fatigue.

There is nothing necessarily retrograde in the possession of a greater number of vertebrae or ribs simply because animals more highly organised may possess more than our own number, which we consider normal. The true test from a naturalist's point of view is whether the adoption of such



PERSONS MAKING REMARKABLE EVOLUTIONS IN THEIR KYAKS, THE USE OF WHICH MR. DAWSON THINKS MAY ACCOUNT FOR THE EXTRA RIB-BEARING JOINT OF PEOPLE OF A CERTAIN TRIBE, ESIMOS, IN THEIR CURIOUS CRAFT.

Reproduced from "Life in the Arctic" by Felix Williamson, by Courtesy of the Publisher, Mr. William Heinemann.

thus, in this instance, what appears to be a racial characteristic. A naturalist therefore looks for some cause which has operated in converting what is occasionally a rare variation into a fixed and permanent character.

The probable reason is not far to seek, for anyone who has learned the art of canoeing, even in England, knows that the necessary equilibrium is chiefly maintained by exercise of the muscles of the waist. But



SHOWING THE ADDITIONAL RIB-BEARING JOINT, WITH PAINT FOR RIB WHICH HAS BEEN REMOVED: A PART OF THE ABNORMAL BACKBONE OF AN ESIMO OF A CERTAIN TRIBE.

described as traveling backwards or forwards.

Now although these conditions occur as rare abnormalities, human beings possessing them have been known to exist in various races throughout the world and in all ages from prehistoric times to the present. The writer has lately seen a recently imported skeleton, one of a man who flourished some six thousand years ago in ancient

the balancing of the pleasure-canes in England is child's play when contrasted with that of the canoe, or "kyak," of the Eskimo. This wonderful little craft, laboriously constructed of drift-wood spliced and overspread with dried sinews and skins, is only five or six inches deep, without keel or ballast, and would immediately "turn turtle" with its occupant if it were not for the wonderful skill with which he maintains its balance. And yet, in spite of this, the male Eskimo and his family, especially in their former "unregenerate" days, depended almost entirely upon his skill in the chase conducted from these little "kyaks."

The little mosquito hunting fleet would start for the far-off fishing or sealing ground, and often have to return swiftly through boisterous seas—harpooning, perhaps, by the way any of the larger prey with which they might meet, and subsequently towing their prizes homeward.

Sometimes, indeed, the death-struggles of some wounded prey or a rude wave might completely capsize the frail craft, with its owner tied firmly to his seat. It is then that the power and suppleness of the Eskimo waist comes into play, for certain death

a variation provides a race or species with a better means of fighting the battle of life in any particular environment or under any special conditions. To use a paradoxical expression, capacity for variation itself is a normal and healthful condition in the life-history of a species, often enabling it to meet special conditions and save it from extinction in situations where, from lack of mutability and consequent inability to cope with changed conditions, it would otherwise perish. C. D.



SHOWING THE ADDITIONAL RIB-BEARING JOINT, WITH SMALL RIBS REPLACED: PART OF THE SKELETON OF AN ESIMO WOMAN.

Egypt, who possessed the peculiarity of a thirteenth dorsal vertebra. All these, however, are but isolated



SHOWING THE EXTRA RIB-BEARING JOINT: A TYPICAL EXAMPLE OF A SKELETON PRESENTING ABNORMAL BACKBONES.





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# FIERRO; AND VILLA: THE BENTON AFFAIR; AND THE TORREON VICTORY.

PHOTOGRAPH NO. 1 BY H. AND G. L. NO. 2. COPYRIGHT BY MUTUAL FILM CO., SUPPLIED BY BAIN.



1. SADDLED, BY GENERAL CARRANZA'S COMMITTEE, WITH THE KILLING OF MR. BENTON: THE MEXICAN REBEL OFFICER FIERRO (LEFT OF THE PHOTOGRAPH); WHICH SHOWS HIM WITH GENERAL VILLA ON HIS IMMEDIATE LEFT HAND AND GENERAL ORTEGA.

The Committee appointed by General Carranza, head of the Mexican Revolutionists, to investigate the death of Mr. Benton, acquits General Villa of the murder, and affirms that Mr. Benton was killed by the officer called Fierro, at a place thirty miles south of Juarez, when he was being taken to Chihuahua after he had quarrelled with General Villa. The report also states that Mr. Benton was shot, not stabbed, and that there

2. "BLACKGUARD AS HE IS... A GOOD LEADER AND A BRAVE FIGHTER": THE REBEL GENERAL VILLA, VICTOR AT TORREON, WITH A MOTOR-CYCLE.  
3. THE VICTOR AT TORREON IN THE FIELD: GENERAL VILLA WITH HIS TROOPS.

was never a court-martial. As in General Villa, whose forces secured a great victory over the Federals at Torreon the other day, it has been said by a "Times" correspondent, cabling from Washington: "There can no longer be any doubt that General Villa, blackguard as he is, is a good leader and a brave fighter." It was reported that the Revolutionists lost 1200 men at Torreon, and the Federals about double that number,



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hair-life, and if you persevere, your hair must regain its youthful, bright, "snappy," rich-colored, abundant appearance.

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Illustrated London News, April 18, 1914.



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## LADIES' PAGE.

THERE is real fascination about the London Museum in St. John's House, and nobody coming to town for ever so short a time should miss going there. The house itself is beautiful still; though of course most, but not quite all, of the charming things that adorned it as a Ducal residence are gone. Those introduced instead—the exhibits—are full of interest. The recent great "find" at Tudor jewellery, supposed to be the stock of a jeweller concealed for some reason, and lost, is so fresh-looking for the most part that one half suspects a hoax. The long enamel chains are beautiful objects. There are several striking ornaments described on the official labels as "pendants," that appear to me to be earrings; for they are obviously in pairs, and, again, some of them are rounded and alike all round, not flat, as pendants naturally are. Some very charming specimens of these so-called "pendants" are clusters of green grapes; two others are white enamel pagoda shapes, and there are some like miniature fan-holders in enamel and jewels. They have no wires to go through the ear-lobes, but I believe that it is known that at some periods earrings were supported on silk slings over the entire ear—though generally the lobe of the ear has been pierced; the *Venus de Medici*, for instance, has her ears pierced. At all events, these Tudor jewels are charming. The Queen's wedding-dress, the Coronation robes, and other royal costumes attract special notice. It is an exhibition to visit again and again.

Problems of the relations between men and women are the most interesting of all topics, because we all instinctively feel how much human happiness depends on their reasonable solution in practice. For a long time, the naïve theory enunciated by the brute of a young husband in Mr. Somerset Maugham's powerful play at the Duke of York's Theatre has held wide sway amongst men: "When two people have to live in a shack" (which means a wooden hut), says Frank Taylor, "there must be a good deal of give and take; so if you just do everything I tell you, it will be all right." As Tolstoy put it, when a wife takes up a different position from this, and asserts her own wishes and opinions, the husband often feels as if he had settled himself comfortably in an arm-chair for a nap before the fire, and suddenly the arm-chair turned him on the rug and declared its intention of going out or taking a rest. The man would replace the arm-chair and re-seat himself. Tolstoy thinks, with no idea in his head but amusement at an arm-chair having desires of its own, and sticking its legs in the air instead of remaining soft and restful; but then "the arm-chair would repeat its former behaviour." Then Tolstoy thinks "blows began to be exchanged—there are asinimigos"; he declares that this is a secret which everybody hides, but everybody knows it! Well, that is very much the theory on which proceeds in the play the coarse, rough brute whom the delicate and refined girl most unwisely gives conjugal claims upon her. Is



A CHARMING DANCING GOWN.

In bell-shaped and green silk-glass with tulle of white cotton, patterned with flowers in green and pale purple shades—a charming gown at the waist.

it possible that even the men of the labouring classes do behave so as soon as marriage gives them legal rights? The horror of the scene, the play must strike everybody; the hushed house when the slight figure of the cowed little woman crawls into the bedroom as she is brutally ordered shows how far civilisation has taught and trained us all. Yet can anybody believe that the man thus wins love from the woman? Or that marriage based on force is the sort of union that makes for happiness? It is a deep truth that the highest personal interests and the highest altruistic conduct are in the long run one and the same. To be a happy husband a man needs a willing wife, not a terrified slave; and pitiful is the case of him who does not believe this; one hopes that Mr. Somerset Maugham does not truly represent the men born and bred in Manitoba in his outrageous hero, else were Canada a terrible place for refined girls, and a most unhappy one for the husbands who marry such girls.

There are many graceful gowns now going forth from London ateliers. Three-piece gowns are very popular; skirt and tunic for indoor wear and coat to put on for outdoor use. Two materials and two colours are frequently used. A pretty grey dress of soft silk had a flounce round the tunic of purple chiffon, and the top or corsage part of it largely composed of this same purple, with a vest of white chiffon fastened down with tiny mother-of-pearl buttons. The coat was a loose one of grey silk with a deep collar of the purple, and a sash of purple with gold fringes. Another afternoon gown was in lime-green tulle combined with golden-brown velvet. The skirt of the green tulle was puffed under just above the knee, and supported by a three-inch band of the velvet; below this came five graduated flounces of the green silk, each narrowly edged with the brown velvet. The corsage was kimono style; that is to say, the sleeves are cut in one with the bodice nearly down to the waist-line. They were long, full in a bishop shape, and held in at the wrist with a band of the velvet. The corsage opened in front over a white muslin vest with tiny gold buttons, and simulated long button-holes of brown velvet. The coat was in the green tulle with a white muslin embroidered collar, edged with lace, rising high behind the head, in the becoming *Medici* style now fashionable.

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## NEW NOVELS.

**"Potter and Clay."** Mrs. Stanley Wrench's Midlands novel shows her usual sympathy for the difficult ways of the love-crossed woman. Marah, in "Potter and Clay" (Methuen), was driven out of her home by a fanatic father, taken compassion upon by John Blunt—already in love with her unconsciously—and married out of hand. She stood firm in the face of many bitter trials, and her character is thrown into relief by the lightness of her cousin Sapphira, whose falseness brought her to a tragic end. All this is worked out with painstaking elaboration before a background of English rural life. Mrs. Wrench's plot is not innocent of melodrama, but her people are entirely natural—an asset that allows the book to carry conviction, and that lifts it out of the category of light romances.

**"So the World Wags."** All that Mr. Koble Howard's people say is said by innumerable Londoners every year and everywhere. His conversations have the impression at the end of being the composite photograph of a being, sex indeterminate, mind inchoate, the embodiment of a million ineffective existences. "So the World Wags" (Chapman and Hall) leaves

no one an excuse for not knowing the surface of their average neighbour. Here he is, and we hope we may be pardoned for not being particularly interested in him. The publisher says this is the World of to-day—the World in love, in trouble, at work, and on a holiday. To our mind, this is exactly what "So the World Wags" is not. These conversations are the poor artifice with which humanity—a much bigger thing than Mr. Koble Howard presents to us—covers its impulses and its hopes and fears. Still, the surface of things is often more entertaining than the hidden depths, and Mr. Howard is always entertaining.

**"Hail and Farewell."** The third volume of Mr. George Moore's trilogy, "Hail and Farewell," is fresh from Mr. Heinemann. We doubt if we could afford to lose "Vale," which has more than a little in common with the spirit of Montaigne. The pity of it is that Mr. Moore is possessed of an imp that hurls him into the mire. He should be one of the few people who count; but who can listen respectfully even to genius capering in a bog? "Vale" puts on record many things that those who love Ireland and Irish talent will read with interest. Here is Yeats, sketched on a thumbnail and expanded into a chapter; here are Lady Gregory and Synge and the rest; here is the misty vanishing, among the ruins of his halls, of the Irish landlord. The chapter on Howland and Pecuchet is an amazing display of tongue-fingered irony. Mr. Moore invites the world to intimacy. He is a very clever writer, and the world will be sensible of its privilege; but it may be pardoned for objecting when he will-o'-the-wisp sits off grinning with its middle-aged prey. Apart from superfluous perversion, the book stands at a high level, a level unattained so far as we know, in any recent autobiography. The author sits in his armchair and would read a book, and instead, as the smoke curls up, the motley procession of his

life defiles before him. Where it impinges on the lives of "Edward" and "E." the vision is haunting, written with an admirable craftsmanship. It is unsafe to prophesy, but we believe "Hail and Farewell" should be alive a generation hence, safe among the Irish classics.

**"Nisbet's Golf Guide and Year-Book" for 1914** (Golf Illustrated, Ltd.), edited by Mr. Vyvyan G. Harmsworth,



THE OPENING OF THE MOTOR-BOAT EXHIBITION AT MONACO: THE PRINCE OF MONACO GOING ON BOARD A CRAFT TO INSPECT THE ENGINE.

Prince Albert of Monaco, accompanied by his son, Prince Louis, recently opened a Motor-Boat Exhibition in the Condamine. The great Flying Meeting which began at Monaco on April 1, was arranged to last until the 15th.



THE ROYAL BEONIAN HOME FOR THE HOLIDAYS AND HIS YOUNGER BROTHER: PRINCE HENRY AND PRINCE GEORGE RIDING IN WINDSOR GREAT PARK. Prince Henry, the third son of the King and Queen, was born on March 31, 1900. He is at Blom. Prince George was born on December 20, 1902. Their Majesties' youngest son, Prince John, was born on July 18, 1905.

is now on sale. The new edition of this well-known annual, so useful to golfers and all connected with the game, maintains its high standard, and is considerably improved in the matter of illustrations. Its main features are the club directory (British and foreign), biographical lists, sectional maps of Great Britain showing the position of courses, and records of events. Lawn-tennis players and those otherwise interested in the game will find the events of last year's memorable season fully chronicled, with much other information, in the 1914 edition of "Ayrer's Lawn-Tennis Almanack" (F. H. Ayrer, Ltd., 117, Aldersgate Street, E.C.1). It gives the results of tournaments both at home and abroad, and not the least useful item is the list of "Isjon" biographies. The editor, Mr. A. Wallis Myers, points out that the present edition is nearly double the size of the original issue.



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## THE METHOD OF MR. HENRY JAMES.

MR. HENRY JAMES is a writer towards whom no middle position is possible for the reader. His pages either engross us or they bore us. There can be no such thing as a lukewarm admiration for them. It is not merely a question of manner; it is a question of appeal. Some of Mr. James's critics speak as if he might address himself to his audience to exactly the same purport as he does now, but in a different manner which would ingratiate every section of it. But would



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his latest volume, for example, "Notes of a Son and Brother" (Macmillan), supposing its method to approximate to that of customary biography or autobiography, but its content remaining just what it is—would it in that case really hold out a more tempting invitation to any whom its method as it is repels? It may be greatly doubted. Those also who find Mr. James a joy, find him difficult. Only the most fervent among them will dispute that there are times and passages when perfect clarity of expression seems to fail him. It happens, however, that in the present volume these are comparatively rare, so that it is possible to think of these "Notes" being purged of them without loss of character, and without any question of an extraordinary loss.

becoming in the process merely ordinary. The idea is quite erroneous that it is Mr. James's manner—in this narrow sense—which acts as a sharp dividing-line between those who are and those who are certainly are not his admirers. The appeal that fails is to something lacking to the reader in whose case it fails, and if any of us wonder that it should meet with so alert a response in others and leave us cold, it may be best to explain it, as William James explained the French in one of his letters printed in his brother's book, "They are sensitive to things that simply don't exist for us." An exposition of what these things are is not to be attempted in the present few lines. Such an exposition is precisely the theme of this and all the author's books. His ardour and patience in the pursuit of elements so remote, as a rule, from every-day consciousness, has in it a certain appeal to humour. Mr. James's most appreciative readers are probably those who chuckle all the time at the notion of any one being at such pains to provide them with matter so finely to their taste. Is not Mr. James's own humour partly an amused consciousness of his own rare case? In these "Notes," we can truly say, he is continuing the autobiography begun in "A Small Boy and Others," and to be extended in volumes to come. In them the lad becomes a man. The influences of Europe and of New England upon the development are displayed. The members of the household which is its scene, especially the father, are presented in portraiture built up of an infinitude of delicate strokes and touches. But there remains Mr. James's own definition of his book as "the personal history of an imagination." Accepting that, one understands at once that it must either delight or definitely bore its reader.

In a review dealing with various books on art, in our Literary Supplement of April 9, we mentioned an extremely interesting



THE VICEROYAL VISIT TO BOMBAY TO OPEN THE NEW DOCKS: LORD AND LADY HARDINGE  
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Lord Hardinge, the Viceroy of India, with Lady Hardinge, visited Bombay on March 20, and opened the new dock, named after Queen Alexandra, the foundation-stone of which was laid by King George (then Prince of Wales) in 1902. Lord and Lady Hardinge returned from Government House to the Town Hall, where the Corporation presented an address, congratulating them on their escape from assassination at Delhi. They afterwards entered the new dock on board a steamer, which broke through a cord stretched across the entrance. The Alexandra Dock, which cost £5,000,000, has been described as the greatest scheme of port improvement ever attempted in Asia. It will make an immense difference to the trade of Bombay. Besides the dock the Corporation and others works, including a trade dock, cost £2,500,000.

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## WILLS AND BEQUESTS.

**T**HE will of **DAME SARAH ANNABRELL BONGHEV**, of Sundown Castle, Salop, who died on Feb. 18, is proved, the value of the real and personal estate being £274,048. The testatrix gives £15,000 for a Cottage Hospital at Newport; £4000 for the payment of assistant clergy; and £1000 for the repair of the tower of the Parish Church, Newport; £1000 to the Newport Agricultural Society; £500 to the Parish Church-rooms; £200 to the Dogs' Home; the Society for the Prevention of Cruelty to Animals; and the Newport Literary Institute; a silver-gilt cup to Viscount Hill; £50,000 to William A. L. Fletcher; £10,000 to John Bolton Littlehale; £10,000 each to Harold Cocksott, Major Basil Ready, and Captain Felix Ready; £5000 each to Edward and Emily Dunn; £2000 to Harold M. Fletcher; £1000 to Lancelot Sanderson; other legacies; and the residue in trust for William A. L. Fletcher and his children.

The will of **MR. SOLOMON HENRY WASSERBERG**, of 14, Hatton Garden, E.C., and 50, Aberdare Gardens, Hampstead, who died on Jan. 18, is proved by the Union of London and Smith's Bank, the value of the property being £84,817. He gives £1000 to his brother Shier Wasserberg; an annuity of £200 to his brother Jacob Wasserberg; £250 and an annuity of £100 to his sister Lily Simons, and on her death, £1000 to her issue; £200 each to Lily Hart, Laurie Moss, and Julia Moss; £500 to David Wasserberg; £200 to the Jewish Board of Guardians; and the residue to his wife for life, and then in trust for his daughter, Ivan and her issue.

The will and codicils of **MR. JAMES GRESHAM**, of Gallery House, Ashton-on-Mersey, Cheshire, who died on Jan. 13, are proved by his three sons, the value of the real and personal estate being £401,053. The testator gives £500 each to the Royal Infirmary, Manchester; the Royal Hospital, Salford; the Blind Asylum, and the Deaf and Dumb Schools, Old Trafford; the use of his residence and £1500 a year during widowhood, to his wife; shares in Gresham and Craven, Ltd., and the Gresham Ironworks, to his children; £100 and £205 per annum to his brother Robert B. Gresham; other legacies; and the residue to his children.

The will of **MR. THOMAS EDWARD RAVENSHAW**, of South Hill, Worth, Sussex,

who died on Feb. 4, is proved, and the value of the estate sworn at £84,005. The testator gives £15,000 and the household effects to his daughter Rose Melly Ravenshaw; £8000 and his real estate to his son Major Harold Alexander Ravenshaw; £10,000 to his son Colonel Charles Withers Ravenshaw; £2000 to his grandson Harold Edward; £2000 to his great-granddaughter Dorothy Birdwood; £1000 to Henry W. Ravenshaw; £500 to Leila Eleanor Ravenshaw; and the residue as to one-half to his son Harold Alexander, and the other half in trust for his daughters Rose Melly Ravenshaw and Caroline Anne Neworthy and their issue.

The will (dated Aug. 1, 1900) of **MR. JOSEPH HARVEY WOOLRIGHT**, of Queenswood, Reddington, Surrey, who died on Feb. 10, is now proved, the value of the property being £12,001. He gives various shares and house property to his children Josephine Mary, Millicent Harriette Hicrley and Madeline Game; £25,000 and other shares to his son Howard Woolright; a sum producing £600 a year in trust for his son John Basil; £5000 in trust for his grandson Cyril Harvey; and the residue to his children Howard Woolright, Josephine Mary, Mrs. Hicrley, and Mrs. Game.

The will of **MR. GEORGE THOMAS WHICHELOW**, of 82 and 84, Tanner Street, Brompton, and 311, Marine Parade, Brighton, leather manufacturer, who died on March 5, has been proved, and the value of the property sworn at £151,082. He gives £20,000 each to the Royal School for the Deaf and Dumb, Margate, and the Royal School for the Indigent Blind; £500 to Miss Sharman's Orphan Home; and other legacies. His business is to be turned into a private company, and part of the shares therein held in trust for the Royal School for the Deaf and Dumb, and Royal School for the Indigent Blind. The ultimate residue goes to such three London Hospitals as the executors may select.

The following important wills have been proved:

Mr. Alfred Howard, 8, Elvaston Place, S.W.	£108,703
Mr. Charles John Sullivan Parker, Stourbridge, Grantham	£108,116
Mr. James Glass, 70, Comiston Road, Edinburgh, retired teacher	£91,657
Mr. Henry Gresham, Craigend Park, Liberton, Midlothian	£70,014



SHATTERED ON THE EVE OF GOOD FRIDAY: A CHURCH IN PENTHEMIRE STRUCK BY LIGHTNING.

A thunderstorm occurred at Blackbird, Penthemire, on April 9, and the steeple of the United Free Church there was struck by lightning, with disastrous results. An old man was instantly killed by the falling masonry.

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**"The Greatest Blessing to Baby."**

"Your No. 1 Food has been the greatest blessing to baby. After three weeks' treatment he is far more contented and very much improved in every way."

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 From birth to 3 months.      From 3 to 6 months.      From 6 months onwards.

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 A valuable addition to baby's diet when 10 months old and older.

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To allay itching and irritation of the scalp, prevent dry, thin, and falling hair, remove crabs, scales and dandruff, and promote the growth and beauty of the hair, the following special treatment is most effective, agreeable and economical. On retiring, comb the hair out straight all around, then begin at the side and make a parting, gently rubbing Cuticura ointment into the parting with a bit of soft flannel held over the end of the finger. Amount additional partings about half an inch apart until the whole scalp has been treated. The next morning, shampoo with Cuticura soap and hot water. Shampoo as often as agreeable, but use Cuticura ointment once or twice a month. For sample of each, address, F. Newbery and Sons, 27, Chatterhouse Square, London, E.C.

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**CROUP**

The Coloured Effectual Cure without Internal Medicines.

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Will also be found very efficacious in cases of **BRONCHITIS, LUMBAGO, AND RHEUMATISM.**

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**FREIBURG** (Black Forest) **ZÄHRINGER HO** Pension Hotel. 1000 Rooms. 1000 Beds. 1000 Baths. 1000 Pianos. 1000 Cars. 1000 Horses. 1000 Cows. 1000 Sheep. 1000 Pigs. 1000 Chickens. 1000 Fish. 1000 Flowers. 1000 Trees. 1000 Parks. 1000 Gardens. 1000 Lawns. 1000 Meadows. 1000 Forests. 1000 Mountains. 1000 Rivers. 1000 Seas. 1000 Oceans. 1000 Planets. 1000 Stars. 1000 Galaxies. 1000 Universes. 1000 Everything.

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**WRIGHT'S SILVER CREAM** (Silver Polish) BEAUTIFIES your silver—with little labor. You will be delighted with it. Especially favored by those who take pride in beautiful silver.

Removes all dirt and discolorations from silver—without harming the metal. Excellent for glassware, marble and all metals. Send Name, Address, and 1/- to J. A. WRIGHT & CO., 10, Mark Lane, London, E.C. 3. We will send you a sample jar, much to your advantage. Write to-day.

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For cleaning Silver, Electro Plate &c. **Goddard's Plate Powder** Sold everywhere 6d. 1/2 2s. & 4s.

**Oakey's WELLINGTON Knife Polish** The Original Preparation for Cleaning and Polishing Cutlery and all Steel, Iron, Brass, and Copper articles. Sold in Cans at 6d., 1s., & 2s. by Grocers, Ironmongers, Chemists, &c. Manufactured by Oakey & Sons, Ltd., London, E.C. 4.

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## THE CHRONICLE OF THE CAR.

**A Light-Car Year.** If I were asked to forecast the principal motoring feature of the coming season, I should unhesitatingly say that 1914 will be memorable in automobile annals as the year of the light car. It is astonishing to note the number of vehicles of the new "light" class that are already seen on the roads, and there can be no question but that the type has not only come to stay, but will prove increasingly popular as time goes on. At first, people were rather shy of it—and account, I believe, of the rush that was made, a couple of years ago, to boom the cycle-car, and which brought on to

the repair-bill. I have had some little experience of these small cars during the past three months, and really the more I see of them the better I like them. An average of thirty-five miles to the gallon of petrol the while they will maintain an average speed of twenty-five miles an hour is not at all bad, but this is what I find them capable of doing. As smooth and silent in running as the best of their big sisters, easy to handle, and as reliable as machinery can be made—what more can be desired? Of course, I am confining these remarks to the true "light cars," for I have very little regard for the genre cycle-car, of which there are but two or three which I would touch with the proverbial forty-foot pole.

## The Usefulness of the Light Car.

One reason why I think the light car must become the most popular type of them all is because of its all-round usefulness. True, it is not quite the vehicle to take my lady out to dinner or the opera, but, save and except the proper functions of the town carriage, there is nothing it cannot do for two people that is possible to the motor vehicle. There are types which are faster as touring-cars, no doubt, but the person who is not contented with an average of five-and-twenty miles an hour over give-and-take roads is difficult to satisfy. For traffic driving it is simply splendid, with its very definitely efficient engine and its remarkable power of acceleration which, coupled with its small size and relatively short wheel base, makes it exceedingly handy. Then there is certainly a wide sphere of useful use before the light car in country, residential districts, where people often live at some considerable distance from the station. To use a "thirty" to run the heat of the house down to catch his train in the morning and to fetch him back at night is quite unnecessary when the little "ten" is available. The latter is an ideal vehicle for that sort of thing, and its price, moreover, brings it within the reach of many who cannot go to the length of anything more ambitious, but who have hitherto been deterred from the purchase of a car by reason of there being nothing in the market at the price that was likely to give permanent satisfaction. Now the only trouble is to make a selection from among the



A GOOD ILLUSTRATION OF RELATIVE SIZES. A 17-25-H.P. ARMSTRONG WHITWORTH THREE-QUARTER CARRIAGE INSIDE A SECTION OF A FUNNEL FOR THE NEW CHILIAN DREADNAUGHT "ALMIRANTE LATORRE."

The "Almirante Latorre," launched recently at Bilbao, is the first of two Dreadnaughts built by Sir W. G. Armstrong, Whitworth and Co. for the Chilean Government, and the first warship the firm have built for Chile. The vessel displaces about 1,000 tons and carries ten 12-inch guns, with other armament.

the market a number of badly conceived and immature vehicles which, had they been persevered in, would have worked a great deal of harm to the new movement. However, things, as they have a habit of doing, soon found their level, and the issue has really done a great deal of good by hastening on the development of the light, low-priced vehicle designed on true car lines. The ultimate result has been to give us a round dozen or more of really fine little cars—the Adler, the Standard, the Singer, the Swift, the Deuster, to name only a few of them—which can almost literally go anywhere and do anything that can be required of a motor-car.

It is no wonder that the type is popular. Costing no more than a couple of hundred pounds all in, it is cheap to run as to fuel and tyre costs; while its sterling construction, generally speaking, makes for equal economy in

the market a number of badly conceived and immature vehicles which, had they been persevered in, would have worked a great deal of harm to the new movement. However, things, as they have a habit of doing, soon found their level, and the issue has really done a great deal of good by hastening on the development of the light, low-priced vehicle designed on true car lines. The ultimate result has been to give us a round dozen or more of really fine little cars—the Adler, the Standard, the Singer, the Swift, the Deuster, to name only a few of them—which can almost literally go anywhere and do anything that can be required of a motor-car.



A NOVELTY IN MOTOR DELIVERY VANS: THE ARDATH TOBACCO COMPANY'S NEW VEHICLE.

The Ardath Van has recently been put on the road by the Ardath Tobacco Company to advertise their famous State Express cigarettes. On each side and the back are great hand-painted glass panels by a well-known artist, and at night the car is illuminated by electric light. The installation is said to be the largest ever made for a motor-car.

numerous light cars of sterling excellence that are being offered. All round, I look to the light car to produce an enormous effect on the future of motoring.



WITH A SMART FOUR-SEATER INTERIOR-DOVE COUPÉ BODY (ONE OF THE FAMOUS 15-20-H.P. STRAKER-SQUIRE 1914 MODELS).

## A Talbot Appointment.

A most interesting step has been taken by Messrs. Clement Talbot, Ltd., in the appointment of Mr. F. W. Sharland, until recently general manager of the firm, to be managing

(Continued on page 653.)



**T**HE Lanchester is designed for the lover of comfort and luxury. It is a car in which the ease and well-being of the owner and his friends is a first consideration.

The spacious body, wide entrance doors and roomy accommodation, which result from the engine position of the Lanchester, have made it the most fashionable car in the world.

# Lanchester

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## 20 h.p. MARLBOROUGH LANDAULETTE

A car which will take you anywhere and back, on 10 h. wheelbase. Smart enough for the most fashionable social functions and allowing in all cases the maximum amount of comfort. It accommodates six persons, including the driver. The fittings include Austin detachable wheels, Daimler 1000, electric lighting system, and all latest conveniences in road and two emergency lights. Also best kit of tools, coachwork fitted to client's exact colour selection and trimmed to choice in standard materials. At the inclusive price of

**£693**

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Chassis prices, including tyres and detachable wheels.

10 h.p. ... £260  
20 h.p. ... £375  
30 h.p. ... £550

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## Efficiency's base

An Austin—every Austin—is built upon a foundation of reliability. The name Austin implies that—and always will. If you intend purchasing a car, choose an Austin and assuredly will you obtain one which will be efficient—always. The cars which we are now building include open touring and enclosed models suitable for every motoring requirement. Each is a supreme comfort-carriage, all are moderately priced, and every one is efficient.



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to the inch

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MOTOR-CYCLIST,  
CYCLIST.



director. Mr. Shorland joined the concern in 1908 when it was a matter of common knowledge that its fortunes were at a somewhat critical stage. Like all who succeed

fortunes the size of the works has been more than doubled, twice the number of men are employed compared with five years ago, and new extensions to be shortly opened will lead to the employment of a still larger number. Certainly the Shorland regime at Talbot's has been brilliantly successful, so that it may be said with all truth that his promotion is thoroughly well deserved.

#### Tourist Trophy Entries.

Entries for the Tourist Trophy Race in the Isle of Man have now been finally closed, the number of cars entered being twenty-four—one more than the number in when entries closed at single last. The three Pipe cars which figured in the original list have been withdrawn, and to fill up the gap entries have come in of a D.F.P., a Sava, a Crossley, and an unnamed car entered by Mr. A. Hutchinson. This last will probably be, I should say, an American Hudson car. If that is so, then there will be six countries represented in the race—Great Britain, Belgium, Germany, France, America, and Switzerland, with thirteen, four, and three cars respectively for the first three, and one each for the remaining three nations. With such teams as Vauxhall, Sunbeam, and Sticker-Spurn to represent the

anyway. If there is to be a surprise sprung upon us by any of the foreign teams, I have an idea that the team may be the Adler trio. The Sava might very



JUST INTRODUCED INTO ENGLAND TO BE AT UNDER £100: AN "IMP" CYCLE-CAR, IN CARLTON HOUSE TERRACE.

in building up great businesses, he is an excellent judge of men, and the first thing he did after taking over the reins of authority was to collect round him a staff of his own; and that his judgment did not fail him in any of his selections is well demonstrated by the fact that the staff who joined him five years ago are to a man with him to-day. And what is more, with Shorland at the head of things and a band of loyal workers under him, between them they have made the Talbot Company one of the outstanding successes of the motor industry. The story of progress may be summed up very shortly. The car itself is known wherever the name of the motor vehicle has been heard, and there are few parts of the world in which records are made and kept and where one or more of them does not stand to the credit of the Talbot. During Shorland's term of office a Talbot was the first to crowd the hundred miles into the hour, besides setting up other figures which, important enough in themselves, recede into comparative insignificance by the side of the marvellous hour triumph established by this car. Commercially, the success of his management has been even greater. Since he assumed the direction of the Talbot



THE MANAGING-DIRECTOR OF MESSENGER TALBOT: MR. F. W. SHORLAND ON A 25-H.P. TALBOT.

home industry, it should be long odds on a British victory; but if never does to prophesy in these matters, for motor road-racing is an uncertain sort of game,

well be dangerous too; nor will it do to leave the Minervas out of the calculation. Something very like a miracle, however, will have to happen if such redoubtable racing firms as Sunbeam and Vauxhall are going to be beaten on their own ground. Therefore, I feel fairly safe in predicting a British victory.

#### A New Michelin Map.

The Michelin Tyre Company has been good enough to send me a specimen section of the new map of the British Isles which they are publishing. Curiously, the section relates to the Plymouth and Penzance district, and was extremely useful to me during the Easter holidays, when I took part in the London to Land's End and back trial. The map is exceedingly well done, on a scale of 1:15 miles to the inch. It is remarkable for its clear printing and the mass of information graphically conveyed without over-crowding the map in the slightest. It is to be completed in thirty-one sheets, the price of each section being one shilling in paper, or, mounted on cloth, two shillings.

W. WHITFALL.

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"The everlasting Car."

"The Epitome of Elegance."



MODELS RANGE FROM 6 h.p. BABY to 40-50 h.p. (four cylinders).

Test a Peugeot personally before you definitely settle. . . .

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THE CAR SUPEREXCELLENT

THE VAUXHALL "TWENTY-FIVE" gives you the power of a very big car at the price of a medium-sized one.

It does with ease work for which, in other makes, a much larger engine (entailing consequently greater cost and higher running expenses) is employed.

Mr. H. Massie Burt has said of it:—"I do not know of a big-powered car in the land that shows so better advantage on really steep gradients on the top gear than does this middle-sized Vauxhall."

£480, or with electric-lighting set, £550.

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SPRING bids you welcome to the Open Road. Respond to the call—secure early delivery of the **Ideal Touring Car.**

The **ADLER**, fitted with the **MORGAN** New Patent **Cabrio - Landaulette**

Can be used fully open (as illustrated), as a three-quarter landaulette, or entirely closed. The desired changes can be made instantly, without exertion, and single-handed.

**MORGAN & CO., Ltd.,** 127, Long Acre, W.C., and 10, Old Bond Street, W.

The New 9 h.p. 4-cyl. **MORGAN - ADLER CARETTE.** "The Perfect Miniature Motor." Complete with Morgan Patent body, hood, five lamps, screen and horn—**200 GUINEAS.**

EXPERT OPINION ON THE

# 12 h.p. ROVER

From the "Motor Trader," the official organ of the Motor Trade.

"At last I have had a chance of trying out the automobile which last year earned for itself the title of 'the car of the season'—the 12 h.p. Rover. Now it sometimes happens that a big reputation is a bit of a hindrance. It wants such an awful lot of living up to. And this Rover has indeed a lot to live up to. Therefore, perhaps, the highest praise I can give it is to state that the car was all that I had come to expect it to be. Efficient, I expected to find it, and it was—fast, a good climber, silent, easy to handle, economical, a really starter in the morning. But, regarding the Rover as a machine, as distinct from a carriage, what impressed me most about it was the really remarkable smoothness and sweetness of its running. There are plenty of highly efficient small engines which do, in their own way, the work of bigger machines, but the Rover does the work which might be expected from a bigger motor, and does it with the smoothness, the refinement of action, the freedom from fuss of the still bigger fellow."

**The Rover Co., Ltd., Meteor Works, Coventry,**

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" FIRST  
TO TRAVEL  
100 MILES IN  
ONE HOUR "

## INVINCIBLE TALBOT

" 62  
HIGHEST  
AWARDS  
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*"The Car," March 18th, 1914.*

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## ARMSTRONG WHITWORTH







# THE ILLUSTRATED LONDON NEWS

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1. UNRECOGNISED BY THE UNITED STATES GOVERNMENT: GENERAL HUERTA, PRESIDENT OF MEXICO.
2. PRESENTER OF THE UNITED STATES ULTIMATUM DEMANDING AN APOLOGY FROM THE COMMANDER OF TAMPICO: ADMIRAL MAYO.
3. "NO THOUGHT OF AGGRESSION OR OF SELFISH AGGRANDISEMENT": PRESIDENT WILSON, OF THE UNITED STATES.
4. COMMANDER OF THE UNITED STATES ATLANTIC FLEET DISPATCHED TO MEXICO: ADMIRAL BADGER.
5. COMMANDER OF THE UNITED STATES LAND FORCES IN THE EVENT OF WAR WITH MEXICO: MAJOR-GENERAL LEONARD WOOD, CHIEF OF THE STAFF.

After General Huerta, President of Mexico, unrecognised by the United States, had refused to salute the Stars and Stripes in the manner demanded by Washington, and the United States had taken action accordingly, President Wilson was careful to urge that the Government's move must not be regarded as war, and said: "There can be no thought of aggression or of selfish aggrandisement." The test of the resolution passed by the United States House of Representatives, by 117 votes to 37, was: "Resolved, by the Senate and the

House of Representatives in Congress assembled, that the President is justified in the employment of the armed forces of the United States to enforce the demands upon Victoriano Huerta for unequivocal amendments to the Government of the United States for the affronts and indignities committed against that Government by General Huerta and his representatives." In the Senate objection was raised to the "individualising" of General Huerta, and amendments were made and approved. Meantime, United States war-ships at Vera Cruz blockaded that port and seized the Customs House and much of the city.







## ORDERED TO MEXICO: SHIPS OF THE UNITED STATES ATLANTIC FLEET.

PHOTOGRAPHS BY HARRIS, TOWERS, UNDERWOOD AND UNDERWOOD, BOSTON PHOTO NEWS CO.



1. THE "MICHIGAN."

2. THE "WYOMING" (FLEET FLAG-SHIP).

3. THE "NEW HAMPSHIRE"—FIRING A BROADSIDE FROM HER PORT BATTERIES.

4. THE "LOUISIANA."

5. THE "DELAWARE."

The United States Atlantic Fleet, ordered to Mexico, already had certain ships in Mexican waters at the time of the crisis. It consists of the "Wyoming" (fleet flag-ship; Rear-Admiral C. J. Badger); the First Division—the "Florida" (Rear-Admiral F. F. Fletcher), the "Arkansas," the "Delaware," the "North Dakota," and the "Utah"; the Second Division—the "Louisiana" (Rear-Admiral C. J. Bouché), the "Michigan," the "New Hampshire," the "South Carolina," and the "Vermont"; the Third Division—the "Virginia" (Rear-Admiral F. E. Beatty), the "Georgia," the "Nebraska," the "New Jersey," and the "Rhode Island"; and the Fourth Division—the "Connecticut" (Rear-Admiral H. T. Mayo), the "Minnesota," the "Kansas," and the "Ohio."

Attached to the Fleet is a torpedo flotilla of twenty-one destroyers and a cruiser from which the Commander of the Flotilla flies his flag. With regard to the lattice masts of the United States Navy, some think them a disadvantage, as more conspicuous than ordinary masts in bright daylight, though on a grey day the skeleton outline is often hardly visible. On April 21 Rear-Admiral Fletcher, commanding the United States war-ships at Vera Cruz, landed a force of marines, who seized the Customs House. The Mexicans fired upon them, killing four and wounding twenty. The war-ship "Prairie" then shelled the Mexicans, who retired with a loss, it was reported, of over 200. That night Rear-Admiral Badger reached Vera Cruz with five battle-ships of the Atlantic Fleet.





BY G. K. CHESTERTON.

EVERYBODY is talking about military obedience and disobedience. Let us refrain from talking about military obedience and disobedience. The only comment I should be inclined to make on it would be that what has been proved has not been so much any faulty discipline in the British Army, as the very faultless discipline in the Party System. Even those who defend an officer defying the War Office would be quite shocked at the notion of a Parliamentary Representative defying the Whip. But, as I say, let us refrain from being drawn into this discussion, which is becoming perfectly monotonous. Let us found a League for talking about something else—yes, even if it were the Suffragettes.

By the way, there is one warning which I, having (as the reader knows) a tender care and affection for the Suffragettes, should really give them in the best interests of their own cause. There is one argument on their side, which sounds very plausible and public spirited, which I earnestly warn them not to use, as I should warn them not to play with a viper. Let them use any arguments except that one—banners or axes, or bombs or bullets. If ever their imagination runs short of comic and useless projects, I could myself supply them with a list of suggestions; as, putting muzzles on the lions in Trafalgar Square; or going round and round the Inner Circle on one ticket for a week; or pouring large quantities of gunpowder into the Thames; or dressing up like men with the coat-tails worn to front; or refusing under any circumstances to make any remark except "Hung." All this would do infinitely less harm to humanity, and especially to democracy, than the one argument on which the most sincere, high-minded, and serious Suffragists are particularly fond of basing their case. I mean the argument that women are everywhere in favour of what is called Temperance Reform; and that in some states and colonies they have succeeded in enforcing a system, which is not Temperance but Total Abstinence, and which is not Reform but Prohibition. If once that argument is really felt, Representative Government is lost. Not only are Women's Votes sent to limbo, but men's votes, as well.

If this certainty causes surprise to anyone, it is because so many people nowadays do not think what their institutions really mean when they talk of reforming or extending them. What does a vote mean? It means, or is supposed to mean, the power of the people to make a Government in their own image, to control the general atmosphere of their own affairs, and to make or unmake laws in the light of their own experience of how laws affect them. That this power ought to belong to both men and women I am not disputing here. That this power is incomplete and inequitable so long as women have not got it, I am not denying in this place. I am concerned only with the character of the power itself; and I say that, by its very nature, it rests on the practical experience of the effect of public law on his private affairs as felt by a private man. A despot can have far more wide and sweeping views, has access to far more statistics and averages, can get far better advice from competent theorists, whether domestic or foreign. A man like Richelieu has much the amplest

opportunities as a sociologist as he has much the amplest powers as a statesman: a man like Napoleon is the best generaliser as certainly as he is the best general. And whatever were the vices of the great English aristocracy that founded the British Empire in the eighteenth century (the vices were neither few nor small, but that was the comment), it cannot be denied that the aristocracy really had, in its own way, large views and a policy that made us a great nation, if not quite a great people. But that these large views are not enough is the root of democracy and the whole reason of the vote.

three as apparently the only arts essential to man's civilisation) would be much better judged on broad artistic lines, and in comparison with the other decorative arts of the world, by some Florentine Prince or some old French aristocrat, than he is likely to be judged by himself. The reason for giving him a vote is that he knows, what the Florentine Prince and the French aristocrat did not, the conditions of that subtle and easily misinterpreted enigma, the candlestick-making industry under existing economic conditions. In short, the whole point of democracy, if it has any point, is that those who know by practical and passive experience the effect of institutions have some say in their making and unmaking. Now do not these people see that if they go about boasting that an institution has been destroyed by the sectional action of the people who are proud of knowing nothing about it, though their victory is according to the letter of democracy, it is the exact opposite of the spirit? The people who abolish public-houses go by charts and tables of figures and the reports of committees—exactly as a despot could do. The man who uses public-houses, the man who runs a public-house, has something to say about them from his experience—which is exactly what a democrat ought to say. If you pay no attention to his personal point, he will feel that he is being ruled, not even by a despot selected for his knowledge, but simply by another tribe selected for its ignorance. He will not even resent being ruled by the expert. He will resent being ruled by the inexperienced; and he will resent it more.

The good and kind women who clamour against the public-house know literally nothing whatever about the public-house. In some cases it is something worse than they can conceive; in other cases it is something much better than any church or chapel they have ever seen the inside of. In neither case do they know anything about it. This is not a question of proportion or opinion, but of fact. I see Mrs. Drake has said something like "There are no good public-houses; there are only bad worse, and worst." I am sure it would surprise Mrs. Drake very much if she were informed of the fact that this was a very disgraceful remark. But she would be equally surprised if anyone, basely thinking of the horrors of war, said there were only wicked Colonels, worse Colonels, and worst Colonels. But the genuine injudiciousness in such remarks is in the simple fact that there are a large number of people who happen to know that they are untrue. You would have exactly as good a chance of persuading a man widely conversant with men that all dark-haired people were devils in human form as you would have of persuading a man widely travelled in England that all public-houses are poisonous and positively bad. We merely know it is not so; and our opponents know nothing. But the real peril is—that if this alien and ignorant vote is paraded as a power in politics, people will come to the conclusion that all election means a mere raid of the irrelevant. And, above all, there might then be danger of what thus far, thank God, has not happened: a quarrel between the sexes.

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A STRONG MAN OF THE ARGENTINE REPUBLIC: DR. VICTORINO DE LA PLAZA, NOW ACTING PRESIDENT DURING THE ILLNESS OF THE PRESIDENT.

Dr. Plaza, who is Vice-President of the Argentine Republic, has become Acting President, owing to the illness of the President, Dr. Sáenz Peña. A recent cable from Buenos Aires stated that Dr. Plaza had reduced the Budget from 450 millions to 425 millions, a step which has given great satisfaction to financial circles, both in Buenos Aires and in London, where Dr. Plaza is well known. He came here some years ago as Financial Agent of the Argentine Government to arrange the External Loans of the Republic, and to his important services at that time is due the present satisfactory state of the Argentine national credit. While in London he belonged to the Deansdale and other clubs. After his return his experience was greatly in demand on the part of various political and financial associations. In 1906 he became Foreign Minister for the second time, but resigned on being elected to the Vice-Presidency. Dr. Plaza has had a long career of useful public service. In 1886 he became Secretary to Dr. Vilela Sanfeld, assisted him in compiling the Civil Code, and in 1891 was entrusted with the correction of the proofs of the Code. In 1895 he was appointed Director of the National Treasury, and in 1898 was elected as Deputy for his native province of Salta, when, as president of the Finance Committee, he projected the monetary law. In 1899 he became Minister for Foreign Affairs, and two years later Minister of Finance.

A despot or a despotic senate can find out much better than anybody else how many bakers there are that bake imported wheat; the point in giving the baker a vote is that he knows exactly what it means to be a baker. A dictator can soon discover how many butchers there are to be taxed; we consult the butcher not because he knows all about all the butchers in England, but because he knows about one butcher and how he is affected by one tax. That graceful decorative artist the candlestick-maker (for I cling to the old rhyme which represents these

suading a man widely travelled in England that all public-houses are poisonous and positively bad. We merely know it is not so; and our opponents know nothing. But the real peril is—that if this alien and ignorant vote is paraded as a power in politics, people will come to the conclusion that all election means a mere raid of the irrelevant. And, above all, there might then be danger of what thus far, thank God, has not happened: a quarrel between the sexes.



## THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



THE SCENE OF A RECENT PERFORMANCE OF THE "AGAMEMNON" OF AESCHYLUS: THE FAMOUS GREEK THEATRE AT SYRACUSE, WHICH DATES FROM ABOUT THE YEAR 480 B.C. A fine representation of the "Agamemnon" of Aeschylus, in Italian, took place the other day in the famous Greek Theatre at Syracuse before an audience of some 5000 people. The Greek Theatre at Syracuse, in Sicily, was built by the Greek architect Demetrius, during the reign of Hieron, Tyrant of Syracuse, in



AS PREPARED FOR THE RECENT PERFORMANCE OF THE "AGAMEMNON" OF AESCHYLUS, IN ITALIAN. THE GREEK THEATRE AT SYRACUSE, THE BEST-PRESERVED BUILDING OF ITS KIND, ABOUT THE YEAR 480 B.C., AND IT IS THE BEST-PRESERVED OF THE ANCIENT GREEK THEATRES. Hieron was a patron of literature, and Aeschylus is said to have resided at his Court in 468 B.C. Last year, it will be remembered, there was a performance in the Roman theatre at Fiesole, near Florence.



WITHOUT STATE, IN LONDON: THE PRINCE OF WALES CHOOSING THE ROAD TO GO TO BUCKINGHAM PALACE.

The Prince of Wales, who, in the ordinary way, leads a life with as little state about it as is possible, has just left for a cruise in the "Collingwood," on which he is doing routine work as a Lieutenant. The ship sailed on the afternoon of Monday, April 20, and joined the remainder of the First Battle Squadron in the Channel for Fleet Operations.—The King and Queen left Buckingham Palace for their



THE EXTREME CORDIAL VISIT TO PARIS: THE KING AND QUEEN IMMEDIATELY AFTER BOARDING THE ROYAL YACHT AT DOVER.

visit to Paris at 8.30 in the morning on Tuesday, April 21. On their arrival at Dover, at 10.40, they went aboard the "Alexandra." The officers stood at attention as they came on deck, and their Majesties shook hands with each of them. Two naval aeroplanes and a waterplane circled above the "Alexandra" as she prepared to start.



CLAIMED TO BE THE LARGEST FREIGHTER IN THE WORLD: AND LAUNCHED SIDeways: THE "W. GRANT MORDEN."

The freighter "W. Grant Morden," built at Port Arthur, Ontario, for the Canada Steamship Lines, Ltd., of Montreal, was launched the other day. As our photographs show very well, she took the water sideways. It is claimed for her that she is the largest vessel of her kind. She has a length of 845



LAUNCHED SIDeways: THE 845-FOOT-LONG FREIGHTER, "W. GRANT MORDEN," ENTERING THE WATER.

feet, 50 feet beam, and 32 feet depth. Her capacity—in gross tons—is 12,000. She can carry no less than 50,000 bushels of wheat. The cost of building the vessel was just a million dollars. The spar deck forward, it may be noted, is fitted up for passengers.



# THE ENTENTE CORDIALE VISIT TO PARIS: PROCESSION AND CROWD.

Photograph by N. and G.



THE PROGRESS OF THE KING AND QUEEN, THE PRESIDENT OF THE FRENCH REPUBLIC, AND MME. POINCARÉ; THE PROCESSION PASSING THROUGH THE PLACE DE LA CONCORDE AND CROSSING THE BRIDGE.

The King and Queen arrived in Paris for their Entente Cordiale visit on the afternoon of April 21. Their Majesties were received at the station by M. Poincaré, the French President. Then the King, giving Mme. Poincaré his arm, led the way upstairs, followed by the President with Queen Mary, the Ministers, officials, and members of the suite. Cheering began the moment the party left the station, and was notably cordial throughout the progress. In the first coach were the King and the President of the Republic; and

in the second the Queen, Mme. Poincaré, and Vice-Admiral de Jonquières. To return to the reception, it is said of it that it was even more cordial—and that is saying a good deal—than the reception given to King Edward in 1903. Referring to it in his speech in reply to President Poincaré's toast at the banquet in honour of their Majesties at the Elysée, the King said: "The Queen and I will never forget the heartiness of the reception given us at our coming. It will be highly appreciated in my country."



## THE ENTENTE CORDIALE VISIT TO PARIS: HOSTS AND GUESTS.

Photographs by Agence.



THE QUEEN IN PARIS: HER MAJESTY DRIVING WITH MME. POINCARÉ.



THE KING IN PARIS: HIS MAJESTY DRIVING WITH M. POINCARÉ, PRESIDENT OF THE FRENCH REPUBLIC.

In his speech at the banquet at the Elysée, the President of the French Republic said: "It is to-day ten years since the two Governments settled, as friends, the questions that separated them. The agreements then made—agreements so happily prepared by the clear-sightedness of his Majesty King Edward VII. and of his counsellors—naturally gave birth to a more general understanding, which is now, and will henceforth be, one of the surest pledges of European equilibrium." In

the course of his reply, King George said: "I am especially pleased to be among the people of France on the tenth anniversary of the agreements by which our two countries settled peacefully all the questions that had kept them apart. From these agreements sprang the relations so close and cordial that unite us to-day, and thanks to which we are able to collaborate in the humanitarian work of civilisation and peace."





THE LATE MR. S. R. COCKERELL.  
The Famous Novelist of the "Mad-  
rant" School.

#### PORTRAITS AND PERSONAL NOTES

THOUSANDS of novel readers will have felt the loss of a friend in the death of the popular and prolific Scottish novelist, Mr. S. R. Cockerell. His early books, such as "The Stricken Minister," "The Builders," and "The Little Sunbeam," won the admiration of Stevenson, Gladstone, and Ruskin, with all of whom he became personally acquainted. Stevenson he counted as a close friend.

It was not only from the "victorious brow" of Shakespeare that the late Sir Edwin Durning-Lawrence sought to translate the laurels to that of "large-browed Verulam," for he credited Bacon also with the works of Marlowe, Spenser, and Montaigne. His views are set forth in his books, "Bacon in Shakespeare" and "The Shakespeare Myth." Sir Edwin, who was made a Baronet in 1868, leaves no heir to the title. He was for eleven years Member for Truro as a Liberal-Unionist.



MR. MONTAGUE SHEARMAN, K.C.  
Who has been Appointed a  
Judge of the King's Bench  
Division.



MR. JOHN SANKEY, K.C.  
Who has been Appointed a  
Judge of the King's Bench  
Division.



THE LATE SIR EDWIN DURNING-  
LAWRENCE, Bt.  
Formerly M.P. for Truro and well  
known as an advocate of the National  
Theory.

Sankey, K.C., Mr. Shearman who called to the bar in 1881, and had a large practice on the Middle Temple.

He took silk in 1893. In his Oxford days he was President of the Athletic Club, and also got his "blue" for Rugby football. Mr. Sankey took silk only five years ago. He was called to the bar in 1881, has practised much in South Wales, and has distinguished himself in the Court of Appeal. He is Chancellor of the Diocese of Llandaff.

Mr. Charles Murray Macdonald, who goes as British Minister to the troubled City of Mexico, in succession to Sir Lionel Carden, has had most of his diplomatic experience in another troubled region, the Near East. He has been Consul-General at Sofia, Chargé d'Affaires at Bucharest, and later at Athens, Acting Consul-General in Crete, and Councillor of Embassy at Teheran and at Constantinople from 1908 to 1911.



MR. C. M. MARLING.  
Who has been Appointed British  
Minister to Mexico.



HUSSEIN RUSHDI PASHA.  
Premier and Minister of the Interior  
in the New Egyptian Ministry.

In the new Egyptian Ministry the Premier, Hussein Rushdi Pasha, has taken the portfolio of the Interior. He has been in the Cabinet since 1908, when he became Minister of Justice. On the murder of Boutros Pasha in 1908 he became Foreign Minister, but returned to the Ministry of Justice two years later.

Sir Henry Brackenbury, who died recently at Nice, was distinguished not only as a soldier, but also

as a brilliant writer on military history and tactics. His active service included the Indian Mutiny, the Zulu War, and the Nile Campaign; and he held various important offices, among them those of Director of Military Intelligence and Director-General of Ordnance. His use of his experiences as war-correspondent in the Franco-German struggle made him an authority on warfare, and he wrote several important books, including "The Last Campaign of Hanover" and "The Tactics of the Three Arms."

Sir Roland Vaughan Williams, who has resumed his position as a Lord Justice of Appeal, has been succeeded by Mr. Justice Pickford. The new Lord of Appeal,



TWO-THIRDS OF THE TRIPLE ALLIANCE IN CONVERSATION:  
COUNT BERCHTOLD (ON THE RIGHT) AND THE MARQUIS DI  
SAN GIULIANO AT ABBAZIA.

There are several interesting points in the profit-sharing scheme of the Ford Motor Company, originally started in their works at Detroit, and recently extended to their British establishment at Manchester. The most notable feature of the scheme is the condition that employees, to benefit under it, must satisfy the firm's investigators as to their mode of life.

Abbazia, a little Austrian health resort on the Gulf of Trieste, has lately been drawing upon itself the eyes of the political world as the scene of the important conversations between the Foreign Ministers of Austria-Hungary and Italy. Count Berchtold and the Marquis di San Giuliano found themselves in complete agreement on the various questions affecting Austro-Italian relations and the general policy of the Triple Alliance. They were not talking politics all the time. Mooring and other excursions beguiled the intervals.

Count Okuma, Prime Minister and Home Secretary in the new Japanese Cabinet, is seventy-four. He founded the Progressive Party in Japan, and the Japanese Women's University. In 1901 he became Premier and Foreign Minister.



THE LATE GENERAL SIR HENRY  
BRACKENBURY, P.C.  
The Distinguished Soldier and Military Historian.



MR. JUSTICE PICKFORD.  
Who has been Appointed a Lord Justice  
of Appeal.

who became a Judge in 1907, made his reputation in commercial law.

It was announced on the 22nd that Mr. Justice Channell had resigned, and that two new Judges of King's Bench had been appointed—namely, Mr. Montague Shearman, K.C., and Mr. John



MR. JUSTICE  
PICKFORD.  
Who has been  
Appointed a  
Lord Justice  
of Appeal.



THE LATE GENERAL SIR G. DIGBY BARKER.  
The First Man to Enter the Residency at the  
Relief of Lucknow.

General Sir Digby Barker, who died at Clare, Suffolk, a few days ago, first saw active service in Persia. In the Mutiny he was at the capture of Cawnpore and the Relief of Lucknow, being the first man to enter the Residency. In 1890 he became Commander-in-Chief at Hong Kong, and later Governor of Bermuda.



COUNT OKUMA,  
Who recently became Premier of Japan for the  
second time.



## THE TRANSMUTATION OF MICROBES: MODIFYING DARWIN'S THEORY.

BY COURTESY OF THE PASTEUR INSTITUTE, DR. ROZE, AND MME. VICTOR HENRI.



MME. VICTOR HENRI conceived the idea of submitting the bacilli of anthrax to the action of ultra-violet rays. According to the conditions and the length of the exposure, the bacilli undergo modifications. First it takes intermediary forms differing but little from the normal form (1). Figure 2 is an example. The terms in question are not stable; the bacilli return rapidly to its original form. If the exposure is for ten minutes the bacilli take consequently two forms which are very different from the normal—the cocci form (3) and the filament form (4). These forms constitute two new types, which Mme. Henri has isolated, and they remain stable for about three months. They produce anthrax which has characteristics distinct from that of the anthrax produced by the normal bacilli. A guinea-pig inoculated with the normal bacilli dies in ten days, and the autopsy shows an enormous sebum, full of bacilli, near the point of inoculation; while the blood and the



spleen swarm with bacilli inoculated with the filament-form bacilli, the guinea-pig dies in from ten to twenty days. Nothing is found at the point of inoculation, and bacilli are very rare in the blood and the organs. On the other hand, the organs show a number of little abscesses. From the point of view of the biologist, the discovery is of great importance. To make this fact point additionally clear, we quote a sentence from an official account supplied to the "Daily Telegraph": "It is



evident . . . that the effect produced on the microbes of anthrax is what we call, after the theories of De Vries, a "transmutation," that is to say, an evolution with a sudden change in the biological characteristics. It is in this respect that De Vries modified Darwin's theory of evolution, by showing that the variation of species is produced by sudden leaps or mutations, and not by progressive variations. What is observed in the microbes of anthrax is a real mutation; and one is obliged to admit



1. THE ANTHRAX BACILLUS IN ITS NORMAL STATE; THAT IS TO SAY, IN THE BÂTONNET FORM.

3. THE FIRST OF THE TWO NEW FORMS ASSUMED BY THE ANTHRAX BACILLUS DURING A TEN-MINUTES' EXPOSURE TO ULTRA-VIOLET RAYS: THE COCCI FORM.

5. THE LADY WHO HAS "TRANSMUTED" MICROBES BY EXPOSING THEM TO ULTRA-VIOLET RAYS, AND SO HAS GIVEN SUPPORT TO THAT THEORY OF DE VRIES WHICH MODIFIES DARWIN'S THEORY OF EVOLUTION: MME. VICTOR HENRI.

Continued.  
that the diversity of microbes actually known either proceeded from a common origin or from a few primitive forms, which, under the action of the solar light, became transformed, and gave rise to a whole series of forms of mutations, and which engendered divers maladies." As to the changes themselves, we make another quotation: "The

2. ONE OF THE INTERMEDIARY UNSTABLE FORMS TAKEN BY THE ANTHRAX BACILLUS AFTER EXPOSURE TO ULTRA-VIOLET RAYS.

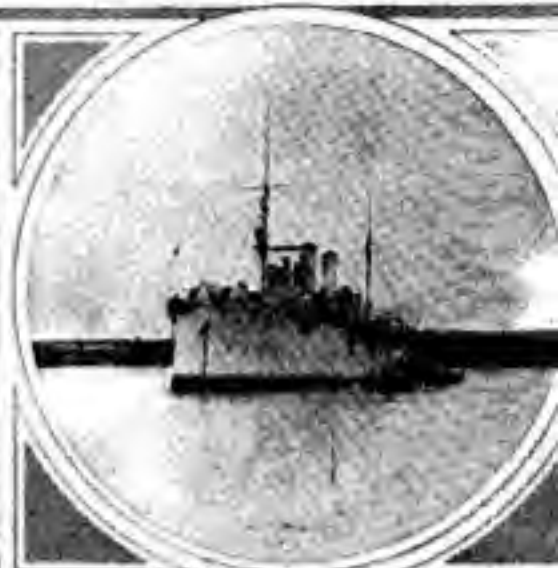
4. THE SECOND OF THE TWO FORMS ASSUMED BY THE ANTHRAX BACILLUS DURING A TEN-MINUTES' EXPOSURE TO ULTRA-VIOLET RAYS: THE FILAMENT FORM.

new microbes belong to the species cocci instead of being 'bâtonnets'; or, again, they may be greyish filaments that are not influenced by colour like the normal anthrax microbes. Moreover, the second kind of microbes do not liquefy gelatin, nor do they curdle milk whilst the microbes of anthrax do so regularly."



# THE SALUTE CRISIS: THE MEXICAN PORTS TAMPICO AND

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, ILLUSTRATIONS BY



1. THE LAND FIGHTING-FORCE OF THE UNITED STATES: MEN OF THE FIFTH U.S. CAVALRY POLICING THE MEXICAN BORDER.
2. RECENTLY IN ACTION AT TAMPICO, WHERE SHE ASSISTED THE FEDERAL DEFENCE AGAINST THE ATTACKS OF THE REBELS OR "CONSTITUTIONALISTS"—THE MEXICAN CRUISER-GUNBOAT "ZARZO" (1280 TONS).

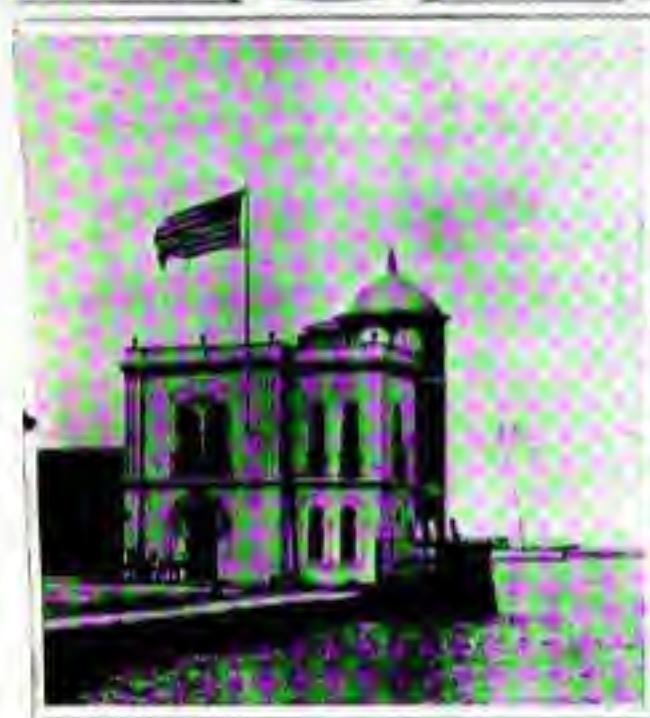
3. THE SHIP WHICH ARRIVED AT TAMPICO JUST IN TIME TO SAVE THE TOWN RECENTLY FROM CAPTURE BY THE REBELS: THE MEXICAN CRUISER-GUNBOAT "VERA CRUZ" (1000 TONS).
4. THE LAND FIGHTING-FORCE OF THE MEXICAN FEDERALS: CAVALRY ADVANCING AGAINST REBELS.
5. AN OBJECTIVE OF THE UNITED STATES FLEET ORDERED TO MEXICO: TAMPICO—PART OF THE HARBOUR.

The Washington correspondent of the "Times" pointed out the other day that in the event of intervention it might take 300,000 men to restore order in Mexico, and that the Secretary of War in his last annual report gave the actual strength of the Regular army as 79,085—4665 officers and 75,321 men. Of these only about 34,000 are in the United States, and not all of these would be immediately available. "The United States relies . . . upon citizen soldiery for defence. Each state has its Militia, or National Guard. This Militia is nominally about 115,000 strong. Though under existing law the Militia cannot be used as an expeditionary force, it may be taken for granted that, either by emergency legislation, or by turning it into volunteers or by some other device, it could be drafted for Mexico. . . . Nor does the Militia exhaust the potential military strength of the United



# VERA CRUZ, OBJECTIVES OF A UNITED STATES FLEET.

BUREAU, NEWSPAPER ILLUSTRATIONS, AND C.N.



6. FLYING THE FLAG PRESIDENT HUERTA REFUSED TO SALUTE UNDER THE CONDITIONS DEMANDED BY THE UNITED STATES: THE U.S. CONSULATE AT TAMPICO.
7. WHERE CORTES LANDED FOUR CENTURIES AGO; AND AN OBJECTIVE OF THE UNITED STATES FLEET SENT AGAINST MEXICO: THE HARBOUR OF VERA CRUZ.
8. IN A MEXICAN PORT THREATENED BY THE UNITED STATES: A VIEW IN TAMPICO.

9. IN A MEXICAN PORT THREATENED BY THE UNITED STATES: THE MAIN STREET OF VERA CRUZ.
10. SHOWING THE CUSTOMS HOUSE IN THE MIDDLE DISTANCE: A VIEW AT TAMPICO.
11. THE PRINCIPAL SEAPORT OF MEXICO AND WELL KNOWN TO UNITED STATES WAR-SHIPS: THE HARBOUR OF VERA CRUZ.

States. The President would be empowered, when war threatened, to call out Volunteers. In the Spanish War levies of about 275,000 were easily raised." The United States Atlantic Fleet consists of nineteen battle-ships, in four Divisions, and a fleet flag-ship. Attached to it is a torpedo flotilla of twenty-one destroyers, and a cruiser from which flies the flag of the commander of the flotilla. The "Wyoming" is the flag-ship of Rear-Admiral C. J. Badger. Mexico, according to the "Navy League Annual" of this year, has six light cruisers, or cruiser-gunboats, one of them completed in 1892, two of them in 1903, two in 1905, and one in 1908; together with three gunboats, one of 450 tons and two of 425 tons; one transport; and four torpedo-boats built and four building. Tampico gains particular importance from its oil-field.



## FROM THE WORLD'S SCRAP-BOOK.



GREAT BRITAIN'S LARGEST PARISH CHURCH IN DANGER: THE FAMOUS BOSTON "STUMP," IN WHICH A CRACK HAS RECENTLY MADE ITS APPEARANCE.

SOME alarm has been caused by the appearance of a vertical crack in the tower of St Botolph's Church, Boston, Lincolnshire, the largest parish church in the kingdom, and dating from 1304. The tower, which is 360 feet high, is known as the Boston "Stump," from its blunted shape when seen at a

distance, being built in gradually increasing sections. On the advice of Sir Francis Fox, repairs have been undertaken. In 1704 the tower was struck by lightning, which, it is thought, may have caused the crack. The American Boston, in Massachusetts, was originally a colony from the Lincolnshire town.



THE 1906 "SUFFRAGETTE" OUTRAGE AT VARMOUTH: THE RUINS OF THE BRITANNIA PIER PAVILION AFTER THE FIRE.

The pavilion and theatre on the new Britannia Pier at Great Yarmouth were burnt down on the night of April 17, and Suffragette literature was found on the bonfire in the morning. The fire was apparently started by means of a bomb. The damage has been estimated at £10,000, which is covered by insurance. Rebuilding has been begun, and it is hoped the new pier will be ready in two months. This is thought to have been the sixth Suffragette outrage at Yarmouth during the last twelve months.



THE RESULT OF A FATAL COLLISION IN MID-AIR: BURNING WRECKAGE OF THE TWO AEROPLANES WHICH FELL TOGETHER AT BUC.

A terrible accident occurred at the Buc Aerodrome, near Paris, on Sunday, April 19. During a race M. Biot, piloting a monoplane, with M. Pellandier as passenger, tried to overtake another piloted by M. Dreyer, whose passenger was M. Mayol d'Artois. They collided and both crashed to the ground. M. Dreyer and Mayol were killed on the spot and their bodies were burnt in the blazing wreckage. The other plane, it was feared, fatally injured, though saved from the fire.



FRENCH ELECTION POSTERS TAKE ON A PICTORIAL CHARACTER LIKE OURS—(FROM LEFT TO RIGHT) AN ANTI-GERMAN POSTER FAVOURING INCREASED ARMAMENTS; A GROUP OF COLOURED POSTERS, AND A SOCIALIST PEACE POSTER.

French electioneering posters were formerly confined chiefly to printed bills without illustrations. Lately the coloured general poster, as familiar in this country, has been adopted for political purposes. We show here some of the posters now being used in France for the purpose of the General Election.



THE PRINCE OF MONACO CELEBRATES THE TWENTY-FIFTH ANNIVERSARY OF HIS ACCESSION: ANTIQUE ARTILLERY IN THE PAGEANT.

It is a quarter of a century this year since Prince Albert of Monaco succeeded his father on the throne of the little Principality. The actual date of his accession was September 10, 1889. The occasion has been celebrated by a picturesque pageant illustrating scenes from history, and the costumes of various



CELEBRATIONS AT MONACO IN HONOUR OF PRINCE ALBERT'S TWENTY-FIVE YEARS OF RULE: A GENERAL VIEW OF THE PROCESSION.

periods. Prince Albert was born in 1848. In 1869 he married Lady Mary Victoria Douglas-Hamilton, daughter of the seventh Duke of Hamilton, and sister of the twelfth Duke. In 1884 he married Alice, Duchess-Duchesse of Richelieu. The Heir-Apparent is his son, Prince Louis.



## SOLD TO AMERICA FOR ABOUT £50,000: SUPERB 16TH CENTURY ARMOUR

REPRODUCED FROM THE PAMPHLET, "THE HELMET OF THE MOROSINI," BY GERMAIN BAPTISTE.



successively a prefect, a senator, then a 'Savio' of terra-firma, he became an inspector of the cavalry in 1585. When the Turkish fleet made its appearance on sight of the lagoons, in 1571, he was invested with the supreme command of sea and land forces. . . . The Turks being repulsed, he was sent, in the following year, 1572, on an Embassy to the Pope, and he died in 1578. . . . The helmet of Vincenzo Morosini is unique in its elegant and quite special shape, in the design of its decoration, and in the processes employed therein. From a front view, this helmet is similar in shape to that of Pallas Athene. . . . Its upper part is egg-shaped, with a sharp crest, and, like that of Pallas, it has a movable visor, with two hollows scooped out for the eyes. . . . We are surprised at the simple beauty of the lion's head which constitutes the visor. . . . The unity of conception must be emphasised, for, about the middle of the sixteenth century nearly all the most skilful ironsmiths, or else the artists who designed their models, let themselves be carried away by their wild imagination, and gave exaggerated importance to the subjects chiselled. . . . This helmet was designed and executed at Venice by two of the most skilful artists in the city. . . . What artist can have designed this admirable object? . . . We have come to the conclusion that Alessandro Vittoria, the greatest sculptor and most skilful architect of Venice in the sixteenth century, may justly be considered as the author of the marvellous helmet. To Alessandro Vittoria we owe the splendid busts adorning the churches and the civil buildings of Venice. Among these busts was that of Vincenzo Morosini. It was, therefore, quite natural that the patrician should have applied to his own sculptor. . . . In our mind it was Alessandro Vittoria who designed Vincenzo Morosini's helmet, and it was Paolo Rizzo, the most celebrated damascener in Venice, who executed it."

IN his very illuminating pamphlet, "The Helmet of the Morosini," Germain Baptiste writes: "The Morosini, natives of the Morea, as is inferred from their name, were already patricians when Venice was founded in 602; and, as such, took a part in the election of the first dogs appointed by the twelve nobles of the city. No family counts as many illustrious persons; three dogs of Venice, two female European sovereigns, Constantza, Queen of the Serians, Tommasina, Queen of Hungary, and a great many historical characters among whom we must quote Tommaso, the first Patriarch of Constantinople, Antonio the Chronicler, Vincenzo, a wonderful warrior and orator, Andrea, his country's historian, and lastly Francesco, 'the Peloponnesian,' the greatest of Venetian warriors. Vincenzo Morosini . . . simply conformed with the tradition and habits of his whole kin when he ordered his helmet from the very best artisans of his time. Vincenzo was born in 1511, of Barbara Morosini and Elisabetta Gustiniani di Lorenzo. . . . After being



## BOUGHT BY MR. P. A. B. WIDENER, OF PHILADELPHIA: THE FAMOUS MOROSINI HELMET—THE FRONT VIEW AND A SIDE VIEW

It was announced a few days ago that Mr. P. A. B. Widener, of Philadelphia, had purchased the famous Morosini helmet from Mr. Arnold Seligmann, the well-known Paris dealer, for about £50,000. In Germain Baptiste's very interesting pamphlet, "The Helmet of the Morosini," it is written: "This helmet once belonged to Vincenzo Morosini, one of the most celebrated Venetian patricians of the sixteenth century, and was treasured up by his descendants in the huge palace bearing their name, Piazza Francesco Morosini, near San Stefano, at Venice. It did not leave this abode, where

it had been assigned a place of honour, till after the death of the Countess Lauredan Gatterborg-Morosini, the last representative of the branch of Francis, 'the Peloponnesian,' the most illustrious of the Morosini, at the sale that took place in the said palace, in May, 1894. It constitutes a work unique both in its design and its matchless decoration. It was most probably designed by Alessandro Vittoria, and executed by Paolo Rizzo, one of the earliest damasceners and ironsmiths of the epoch." A study of the sketches of Alessandro Vittoria for his sculptures supports the view that he designed the helmet.



# D'ANNUNZIO AS FILM DRAMATIST: A REMARKABLE

FROM THE ITALIA FILM; BY GIOVANNI



## SET UP FOR "CABIRIA," GABRIELE D'ANNUNZIO'S FIRST WORK FOR THE CINEMATOGRAPH

Gabriele d'Annunzio, the famous Italian poet, novelist, and dramatist, has written a play for the cinematograph and has given it the title, "Cabiria"; and he did more than write, supervising costumes and scenery. The staging is remarkably elaborate, and was exceedingly difficult to execute; for d'Annunzio's "notes of the action," as he calls the titles and sub-titles of the pictures, did not allow for half-measures. This building showing the Gate of the Temple of Meloch, for instance, was specially built, of stone and plaster. It is nearly 100 ft. high. As to Meloch, it may be noted here that he was the tribal deity of the Ammonites, and probably identical with the Sun-god. In "Meloch" or "Molech," (originally "Melek," that is, "King"), it is said in "Everyman's Encyclopædia"



## SCENE FROM THE FAMOUS POET'S "PICTURE-PLAY."

BY THE ITALIA COMPANY, OF TURIN.



THE GREAT GATE OF THE TEMPLE OF MOLOCH, TRIBAL GOD OF THE AMMONITES.

but it was "intentionally mis-pointed in the Hebrew on the analogy of 'Cosheth' in order to discredit it. The title is found widely spread throughout the Semitic races as a divine name, but in the Old Testament it is especially connected with the religion of Amman. . . . The evidence, indeed, seems to show that Moloch, or Milcom . . . was the special tribal god of the Ammonites, standing to them in the same relation as did Chemosh to the Moabites. The particular rite connected with his worship was the sacrifice of children by fire, and it is certain that practice, though ignominiously opposed by the prophets, was also introduced into the worship of Jehorah during the last period of the kingdom. Solomon is said to have built a sanctuary to Moloch at Topheth."



## SCIENCE AND NATURAL HISTORY.



REVERED ACTORS OF THE DRAMA OF THE ANCESTRAL GODS.



PUNISHING THE WORLD: THE GOVERNMENT BUILDING OF CEYLON BY ORDER OF THE COLLECTOR.



A SLOW LORIS, A VICTIM OF SUPERSTITION, CLINGING TO A BRANCH.

## SCIENCE JOTTINGS.

THE POTTO—A MYSTERY WITHOUT A HISTORY.

FEW of my readers, probably, have ever heard of the potto; and even the most learned in animal lore would have to admit that what is known of it can soon be told. But just now probably quite a number of people have been sighing for a sort of

The very first glance at its hands and feet would proclaim it to be a tree-dweller, and of a very intensive type; for, as may be seen in the annexed photograph, the thumb and the great toe are both opposed to the rest of the toes, to form grasping instruments of great proficiency. When perching, it will be noticed, the thumb and the hind toe are both placed uppermost. But for some singular and quite inexplicable reason the first finger is reduced to a mere stump, and is minus a nail. Once on a time, doubtless, it could boast a tail. But this has now all but disappeared, only about an inch remaining.

prepare which the wretched captive is held over a fire till the eyeballs burst.

Another species, the Slow Loris, is also the victim of superstition. Among the Malays, remarks Captain Stanley Flower, if a man happens to commit a murder, which in times past, at any rate, he not infrequently



ENTITLED TO CLAIM KINSHIP WITH THE HUMAN RACE ITSELF: THE POTTO AWAKE (NOTE THE GRASP OF THE HANDS AND FEET).

"Who's Who" at the "Zoo," for a specimen has just arrived at the Gardens of the Zoological Society, though it is doubtful whether more than a favoured few will ever see it. And this because the creature is nocturnal in its habits. But let me begin at the beginning.

The potto, then, is a small furry bundle of sluggishness related to those delightful, grunting creatures, the lemurs, which, in turn, are own-cousins to the monkeys. This being so, we must regard the potto as entitled to claim kinship with the human race itself. "There's glory for you." But we are concerned here not so much with its parentage as with its personality, which is striking, if only because of its unorthodoxy. This was the feature which most impressed its discoverer, the old Dutch navigator Van Diemen, more than two hundred years ago, when he was exploring the wilds of West Africa. He remarked of his find that it "hath nothing very particular but its odious ugliness."

In all its movements it is slow and deliberate. But then it has no incentive to be otherwise, for, feeding by night, it takes its victims unawares. Small birds dreaming of the joys of the morning are silently seized and noiselessly slain by this squire of the darkness; and when such dainties are not stumbled across, there are always beetles and other insects, eggs, and fruit to be had in plenty. When the world awakens, the potto drops off to sleep. He sleeps, however, in a manner peculiar to himself and his near relations the lorises. Grasping a bough with his feet, he tucks his head down between his arms, so that his body appears as a mere excrescence



RESTING IN A MANNER PECULIAR TO HIMSELF AND HIS NEAR RELATIONS, THE LORISES: THE POTTO—ASLEEP ("A MERE EXCRESCENCE ON HIS RESTING-PLACE").

did, he excuses himself with the explanation that an enemy had buried a particular part of a loris under his threshold, which had, unknown to him, compelled him thus to offend against his neighbour! This explanation, if unsatisfactory, at any rate shows the rudiments of a conscience.

This brief history of the potto and its relations would be incomplete if mention were omitted of the singular arrangement of blood-vessels of the limbs. These arteries break up into a wonderful network met with in few other animals. Since, however, the same peculiarity is found in the sloths, which are also arboreal, and spend most of their time in a sort of lumpy-turvy state, we may assume that this network has to do with the cramped position of the body during the long hours spent in sleep, when, but for this special provision, circulatory troubles might arise which would speedily lead to disease. This *Rete mirabile*, as it is called, is to be regarded as an adaptation to the



SHOWING THE INEXPLICABLE PROJECTION OF THE ENDS OF THE SPINES OF THE NECK VERTEBRÆ: THE BACK OF THE POTTO, WITH ITS ROW OF TUBERCLES.

Photographs by W. J. S. S. S.

on his resting-place; and thus he escapes undesirable attentions from prowling carnivores like himself.

But the most singular and most inexplicable feature of all which this weird animal presents lies in the row of tubercles which run down the neck. These are formed by the ends of the spines of the neck vertebrae. Why they should thus project is so far a mystery. Perchance a close study of the new captive may reveal a clue to this mystery.

The lorises, of which mention has been made, run the potto very close in the matter of singularity. This is especially true of the Slender Loris. This creature is also nocturnal in its habits, has enormous eyes, and excessively slender legs. It has also a vestigial first finger, and assumes the same strange sleeping posture. It has the misfortune to live in Ceylon—a misfortune (to it) because its



WITH ENORMOUS EYES (USED FOR THE BREWING OF LOVE POTIONS) AND EXCESSIVELY THIN LEGS: THE SLENDER LORIS.

This was not only unkind, it was also untrue. In these more discriminating days we have discovered that it is a very wonderful animal indeed.

singularly large eyes have attracted the attention of the Singhalese, who capture it, desiring them as charms and for the brewing of love potions, to



ACCUSED, BY MALAYS, OF FORCING MEN TO COMMIT MURDER: THE SLOW LORIS, A VICTIM OF SUPERSTITION, CLINGING TO A BRANCH.

peculiar mode of life of these creatures, just as are the strange modifications of the feet and the large size of the eyes.

W. P. PYCRAFT.



## MONSTERS OF THE BACKYARD.—IV.: RED ANT; AND CICADA.

FROM "A BOOK OF MONSTERS," BY DAVID FAIRCHILD (SHORTLY TO BE PUBLISHED). COURTESY OF THE NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON. PHOTOGRAPHS BY DAVID FAIRCHILD.



ONE OF THE MOST HIGHLY DEVELOPED OF ALL INSECTS—AND OF AN ORGANISATION OF FEMALES: A COMMON RED ANT.



SHOWING THE SMOOTH OVAL KNOBS, AT EACH SIDE OF THE HEAD, WHICH ARE THOUSAND-FACET EYES; AND TWO OF THE THREE LENS-SHAPED EYELETS (SEEN BETWEEN THE FACET EYES): A SUMMER LYREMAN, OR CICADA.

We continue our series of photographs of Monsters of the Backyard. The following is from Mr. David Fairchild's notes on his remarkable photographic magnifications: "There are probably five times as many species of ants in the world as there are species of birds in the whole of North America. . . . They are undoubtedly the highest, structurally and mechanically, of all insects and at the same time the most efficient. . . . It is an organisation of females. . . . the males of ant colonies are but mates for the young queens. . . . It is a strange thought that the most highly

developed insect . . . which has not changed materially since the Tertiary epoch, has relegated the males to the short-lived function of reproduction."—The song of the cicada is the loudest in the insect world. "Darwin describes how on the 'Beagle,' while a quarter of a mile off the coast of South America, he heard a tropical cicada singing. . . . the male alone can sing. . . . The 17-year cicada lives 17 years in the dark (underground) and a few weeks in the sunlight. . . . This species in the photograph is more fortunate, for it is condemned to only two years of darkness."



# THE "ENTENTE CORDIALE" VISIT OF THE KING AND QUEEN TO

PHOTOGRAPHS BY EXPRESS REPORTAGE.



1. THE KING'S BATH-ROOM.  
5. THE CHIEF ITEM OF THE DECORATION AT THE BRITISH HOSPITAL, VISITED BY THE KING AND QUEEN.  
9. QUEEN MARY'S BOUDOIR.

2. THE RECESS FOR THE BED IN THE QUEEN'S BEDROOM.  
8. THE QUEEN'S BEDROOM, SHOWING PART OF THE RECESS FOR THE BED.  
10. PREPARING A WELCOME—"GEORGE AND MARY. BIENVENUS," A DECORATION HONOURING THE KING AND QUEEN.

During their visit to Paris, the King and Queen stayed at the Ministry for Foreign Affairs, on the Quai d'Orsay, a building which does not date further back than the beginning of the Second Empire. For the King's bedroom, M. Dumenthler, the Director of the Mobilier National, carried out a scheme of First Empire for the furniture and Louis Quatorze for the decoration of the walls. The writing-table was used, at Fontainebleau, by Napoleon. The bed, set in a recess, is of mahogany, with gilt-bronze ornaments, shaped like a Roman couch, and of typical Empire workmanship. Next to the King's bedroom was the bath-room; and beyond that the room allotted to Lord Stamfordham, his Majesty's Private Secretary. In the Queen's bedroom there was placed much fine furniture, including a gilded bronze hand-basin, on a mahogany pedestal, which belonged to Napoleon; next to it was the bath-room for her Majesty;



# PARIS: THEIR MAJESTIES' APARTMENTS; AND DECORATIONS.

RECORD PRESS, L.N.A., ALPHEI, AND G.P.U.



3. A CORNER OF THE QUEEN'S BEDROOM.

7. THE KING'S BEDROOM, SHOWING THE BED PREPARED FOR HIS MAJESTY AND NAPOLEON'S WRITING-TABLE.

11. PREPARING DECORATIONS IN A PARIS STREET.

4. THE GREEN SALON BETWEEN THE KING'S BEDROOM AND THE QUEEN'S BEDROOM.

8. DECORATION FOR A BUILDING FACING THE PALAIS ROYAL.

12. THE BEDROOM OF THE DUCHESS OF DEVONSHIRE, MISTRESS OF THE ROBES.

then came the Queen's boudoir, and the bedroom of the Duchess of Devonshire, Mistress of the Robes. With regard to the decoration of the streets, it should be said that the greatest interest was taken in these; for the French saw in the royal visit a cementing of the Entente Cordiale; and, moreover, liked to think that they saw something more. The "Temps," by the way, says the "Daily Telegraph," noted: "'When King George and Queen Mary set foot on the soil of France, they will have the right to say that they are treading ancestral ground' and shows that King George and Queen Mary alike have quadruple French descent; first from Charlemagne, second from Robert le Diable in the female line, third from St. Louis, and fourth from Alexandre Dumas d'Orléans, a gentleman of Poitou, whose daughter Eléonore became, in 1296, the wife of George of Brunswick-Luneburg, and whose grandson was George I. of England."



## LITERATURE



MR. W. J. LOCKE.

Whose new novel, "The Fortunate Youth," was recently published by Mr. John Lane.

Photograph by Hopp.

## "Antarctic Penguins."

Since the return of the survivors of Captain Scott's ill-fated South Pole expedition, we in this country have been enabled to learn much of the manners and customs of those fascinating little creatures which have been called the true inhabitants of the Antarctic regions—namely, the Adélie penguins. Londoners have for some time been able to watch them, as they live and move, on the films illustrating Mr. Herbert Posing's lectures at the Philharmonic Hall. A still wider audience will be reached by Dr. G. Murray Levick's most interesting and abundantly illustrated book, "Antarctic Penguins" (Heinemann), which contains a study of their social habits by a trained scientist who lived actually among them during the nesting season. Dr. Levick, who is an officer of the Royal Navy, was zoologist to the British Antarctic Expedition, and he and his assistants camped at the penguin rookery at Cape Adare, a neck of land jutting out from the ice-bound foot-hills of South Victoria Land. He watched the proceedings of the rookery from the first arrival of the strange, flightless birds, on Oct. 13, until, the breeding season over and the young ones able to fend for themselves, by March 12 following, "the last penguin had gone, and the sun, disappearing below the horizon, left us alone with the Antarctic night." The Adélie penguins flock south every summer to nest and breed in great colonies on the shores of the Antarctic continent and the neighbouring islands. In the winter they return north to the pack ice, having always to be near water for their food, "the little prawn-like euphausia which literally swarm everywhere in the Antarctic seas." Their social customs, their manner of courtship, of nest-building, and of rearing their young, the tragedy and comedy of their life, make a story that is full of interest. Dr. Levick tells it in an easy and sympathetic way that keeps even the least scientific of readers absorbed. His book is wholly delightful, and has one especial merit in the careful correlation of illustrations and text. There is an appendix on the Skua gull and the Emperor penguin, a larger species.

## "Ouida: A Memoir."

Miss Elizabeth Lee has striven to hold the balance with justice, to recognise the wit, wisdom, beauty of Ouida's work, and the fine traits in her character, but has not ignored her faults and follies as writer and as woman. We agree that Ouida was opinionated and vehement in expressing her views, for we recall an instance in which a critic of some experience

suggested a dramatisation of "The Massarenes," and the name of a lady, born, in his judgment, to play "La Sourisette." But he was met with an emphatic refusal to have the book adapted, and the opinion that the suggested actress was the last woman in the world Ouida would like to play the part in question.

The personal, rather than the literary side of "Ouida: A Memoir" (T. Fisher Unwin) is the more interesting. We knew already so much of Ouida's works—their charm, their strength, their philosophy and humanity, their extravagance, their bitter satire. We follow the story of her receptions at the Langham, her odd habit of wearing her hair hanging down her back—her hair that was "chestnut-coloured with a good deal of gold light in it"; we smile rather sadly at her unbridled vanity, as when she wrote to her generous friend and publisher, Baron Tanchette—a good Samaritan rather than a Barabas—asking him to address her as "Madame de la Ramée at all times," as "it is the more correct way to address a woman of eminence." Ouida was, in a way, simple-minded. We may be sure that when she told her men-guests at the Langham to ignore the presence of her mother and herself and talk as if they were in their club smoking-room, they carefully "edited" the good stories to which she listened. We learn something of the one great passion of her life—for "the Marchese Lotteringhi Della Stufa," Gentleman-in-Waiting to the King of Italy—and we may speculate, if we will, upon the possible differences it might have made in her life had it been reciprocated. Men of brain and birth admired her and ranked her as something very like a genius in the days before the "painless Odyssey" from hotel to hotel, from villa to villa "preceding her death at 70, Via Zanadelli, Viareggio. It is difficult, still, to estimate the exact financial position of Ouida at the end, or to what extent her poverty was due to a certain obstinate and innate pride. Miss Lee is to be thanked for a deeply interesting piece of work, in which she has dealt skilfully with a complex and wholly unconventional personality.

MRS. BELLOC LOWMEYER.

Whose new novel, "The End of Her Honeymoon," has just been published by Messrs. Methuen.

Photograph by Hopp.



PURE PLAYFULNESS OR ANXIETY AS TO THE PRESENCE OF SEA-LEOPARDS? ADÉLIE PENGUINS, HAVING POURED ONE OF THEIR NUMBER INTO THE WATER, WATCHING HIS PROCEEDINGS.

"When they had succeeded in getting one of their number over, all would come back to the edge, and when they saw the penguin safe in the water, the rest followed. . . . The reluctance shown by each . . . is to be the first may partly have been explained when, later on, we discovered that a large number of sea-leopards were gathered in the sea to prey on the penguins."

Illustration reproduced from "Antarctic Penguins," by Dr. G. Murray Levick, R.N., by Courtesy of the Publisher, Mr. William Heinemann.



DECIDING INSTANTANEOUSLY WHETHER TO LAND ON FEET OR BREAST: A PENGUIN LEAPING FROM THE WATER.

"They would all shoot out of the water, clean up on to the top of the ice-foot. . . . Their guidance of perception is shown as they land. If the surface is composed of snow, and so affords them a good foothold, they throw their legs well forward and land on their feet, but on a slippery ice-surface they throw themselves forward, landing on their breasts."

Illustration reproduced from "Antarctic Penguins," by Dr. G. Murray Levick, R.N., by Courtesy of the Publisher, Mr. William Heinemann.



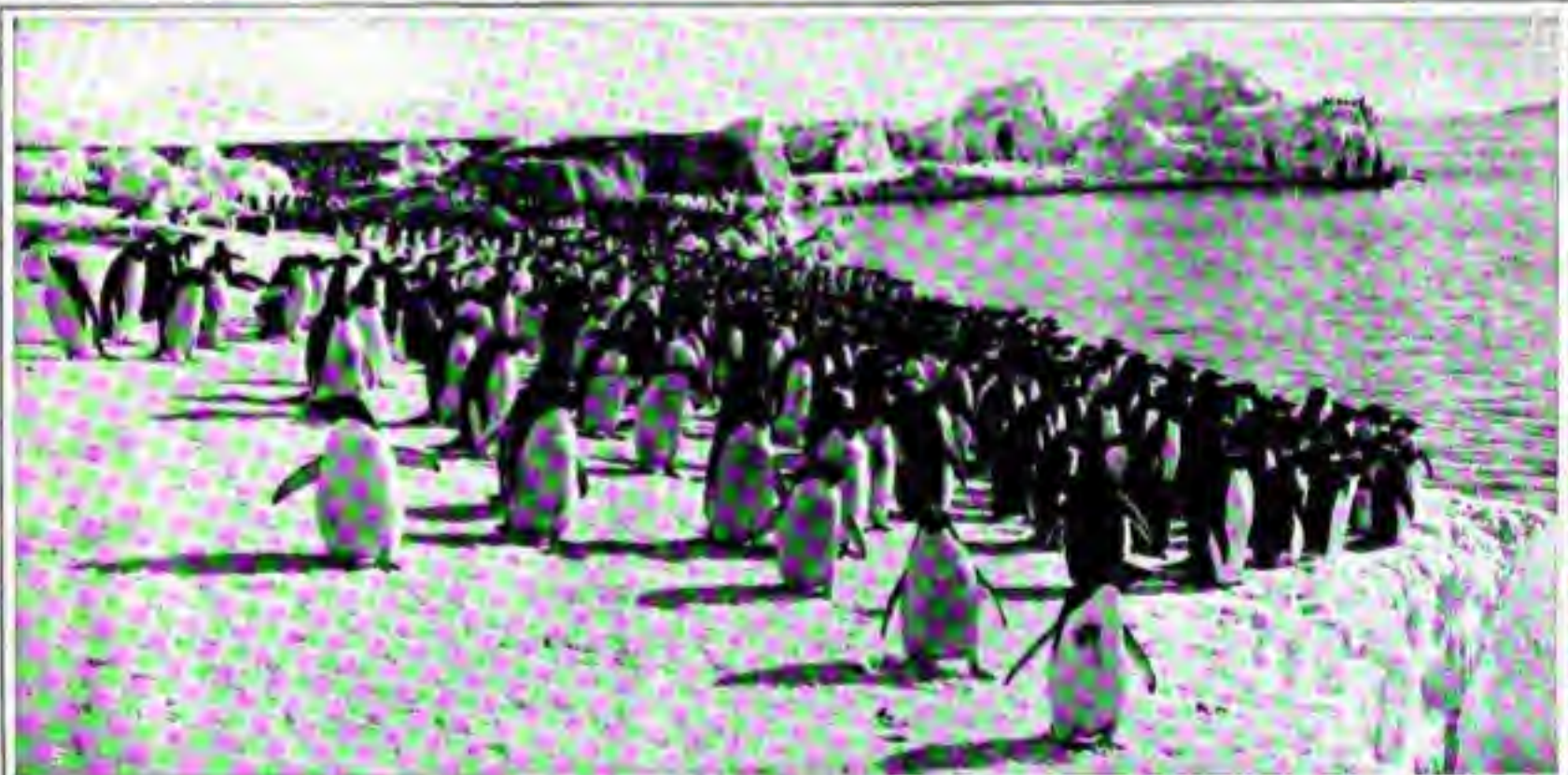
THE ADÉLIE PENGUIN'S ONLY ENEMY ON LAND: TWO SKUA GULLS FIGHTING OVER SEAL BLUBBER.

"When fighting they rarely stayed on the ground, but leapt at one another into the air. The great spread of wing is well shown in the photograph. . . . Skuas build their own nests very close to and occasionally among those of the penguins on whom they prey, almost entirely supporting themselves and their young upon the eggs and young offspring of their hosts."



# "A SMART LITTLE MAN IN AN EVENING-DRESS SUIT": THE PENGUIN

FROM "ANTARCTIC PENGUINS," BY DR. G. MURRAY LEVICK, R.N.; BY COURTESY OF THE PUBLISHER, MR. WILLIAM HEISEMANN.



1. A JOY-RIDE: ADÉLIE PENGUINS ON AN "EXCURSION BOAT" ICE-FLOE DRIFTING WITH THE TIDE.
2. THE PROPOSAL: A HEN PENGUIN IN HER SCOOP RECEIVING THE ADVANCES OF A SUITOR—BOTH IN THE "ECSTATIC ATTITUDE WHICH IS OFTEN ASSUMED BY ADÉLIE PENGUINS DURING THE PERIOD OF MATING."

On the opposite page we review Dr. Murray Levick's fascinating book, "Antarctic Penguins" (Heinemann, 8s. net), from which the above photographs by the author are reproduced. "The Adélie penguin," he writes, "gives you the impression of a very smart little man in an evening-dress suit, so absolutely immaculate is he." Photograph No. 1 shows one of their recreations, that is, taking "joy-rides" on ice-floes drifting along with the tide. As the flow passes along, those on it exchange gay calls with those on shore. The courtship of Adélie penguins (shown in Photograph 2) is very interesting.

3. A REVERSAL OF THE USUAL PROCESS AMONG BIRDS: ADÉLIE CHICKS TAKING FOOD FROM THE PARENT'S THROAT.
4. MONSIEUR, MADAME, ET SÈRES: A HAPPY FAMILY PARTY.
5. PERHAPS A RELIC OF BYGONE INSTINCTS: MASSES PENGUINS "DRILLING" LIKE REGIMENT OF SOLDIERS.

The suitor often receives a good pecking before he is taken into favour. "I perhaps would then assume the 'ecstatic' attitude, rocking their necks from side to side." When the chicks grow big and the task of feeding them becomes too great, one pair of birds, a most interesting *crèche* system is adopted. Photograph 5 illustrates some mysterious drill-like movements which Dr. Levick attributes to migratory instincts surviving from past ages when penguins could fly. They form up in large rectangular bands, all facing one way, turning at a word of command, and executing evolu-





## THE ART OF THE MINIATURIST: FINE EXAMPLES FROM ENGLAND AND FRANCE.

John Hoskins died in 1664. Edmund Ashfield flourished towards the end of the seventeenth century. The portrait given above is that of the Duchesse de Mazarin. Onias Humphrey was born in 1742 and died in 1800. The portrait given is that of Charlotte, Duchess of Albany, daughter of Charles Edward Stuart. George Engleheart was appointed miniature-

painter to George III. in 1796. The portrait is of George IV. John Smart was born about 1740 and died in 1811. Andrew Pinner was born in 1769 and died in 1837. Richard Curway was born in 1740 and died in 1821. The miniature given is that of Lady de Montalt. (See Article in this issue.)





THE ART OF THE MINIATURIST: FINE EXAMPLES FROM ENGLAND AND FRANCE.

Sir Thomas Lawrence was born in 1769 and died in 1830. The miniature given above shows the Comtesse du Barry. Pierre Adolphe Hall was born in 1739 and died in 1783. That miniature by him which is shown on the left of our page is a portrait of the Chevalier Roslin, the portrait-painter, who, in 1765, gained a prize in competition with

Greuze for a family portrait for the Duke of Rochefoucauld. The miniature of a lady by Hall represents Mme. de Vintimille. Jean Honoré Fragonard was born in 1732 and died in 1806. Dumont was born in 1751 and died in 1831. In the centre of the page is Mme. de Pompadour. (See Article in this issue.)



# THE SALUTE CRISIS: A UNIT OF THE FIGHTING FORCE

AFTER A PHOTOGRAPH



## IN A HEAVY SEA: A REMARKABLE ILLUSTRATION OF THE U

President Huerta having refused to salute the United States flag in the manner required by Washington and having persisted in that refusal until the time set by the United States had passed, additional interest began to be taken in the ships of the United States Atlantic Fleet, the whole of which was ordered to Tampico on April 14. That order was not intended as a preliminary to intervention; but merely as a demonstration in force. Later, of course, the move gained much greater importance. On the afternoon of April 30, the Navy Department of Washington stated that there were then in Mexico, or on the way thither, 17,050 sailors, 3,070 marines, and 855 officers. Of these 17,165 sailors and



## SENT AGAINST MEXICO BY THE UNITED STATES.

Y. BROWN BROTHERS.



### UNITED STATES SHIP "VERMONT." OF THE ATLANTIC FLEET.

marines were in the Gulf of Mexico and 4510 in the Pacific. At the same time it was stated that forty-eight war-ships, with 567 guns, were ready for immediate action. It is understood that the objects of the fleet were to take the ports of Tampico and Vera Cruz and establish a blockade of the coast. The "Vermont," of the Second Division of the United States Atlantic Fleet, ordered to Mexican waters, was launched in 1905 and completed in 1907. She displaces 16,000 tons, and has an indicated horse-power of 16,500. Her armament consists of four 12-inch guns, eight 8-inch quick-firers, twelve 7-inch quick-firers, twenty 3-inch quick-firers, and thirty smaller quick-firers; together with four torpedo-tubes.





THE MUCH DERIDED EARLY VICTORIAN

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### THE GIRL OF TO-DAY

Has that same sound faith—Faith in Elliman's; the remarks upon facing page also apply to this picture.

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## ART, MUSIC,

## &amp; THE DRAMA.



JOHN MCCORMACK.

## MUSIC.

THE Grand Opera Season at Covent Garden is to be lengthened by a day. Instead of closing on July 27 it will be carried on to Tuesday, 28th, to make amends to subscribers, who will lose Monday, May 11, when a State performance is to be given by command in honour of the King and Queen of Denmark. In all probability the programme will consist on this occasion of single acts from several operas. To-night (April 24) the Opera House in the Champs Elysees will open its doors, and facilitate an interchange of artists between Paris and London. The opera chosen for the first performance is Montemasser's "L'Amour des Tre Hie," one of the two novelties given for hearing at Covent Garden. It was stated that no German operas were to be heard at the new home of opera in Paris, but "Die Meistersinger" is on the list, and, of course, Mozart figures among the composers. There is much interesting gossip about the new Milanese tenor, Ferrari Fontana, who is to make an early appearance in Paris and to be heard later at Covent Garden. Rumour says he is the possessor of an extraordinary voice.

It is not possible to write this week of the Beethoven Festival at the Queen's Hall—a remarkable undertaking, and one that might well have been provided with dates that did not clash with so many other important musical functions. In all probability the pine symphonies of Beethoven have never before been given in one week at any concert-hall in London, nor have the countless lovers of Beethoven been provided with an equally lavish feast. It seems rather absurd that we should have had so many Handel Festivals and that Beethoven should have suffered comparative neglect in this regard.

The musical activity of the passing week in London is remarkable. Apart from Grand Opera and the Beethoven Festival at the Queen's Hall, there have been concerts and recitals of varying interest and importance on nearly



ROBERT HUTT (AS LOHENGREN).

every afternoon and evening at the leading concert-halls. Music struggles manfully in London without the aid of subsidy or support. They manage things



POMPILO MALATESTA IN CHARACTER.

in a more effective, or at least more generous fashion across the Atlantic. There the Boston Symphony Orchestra—one of the finest combinations the writer has heard outside England—is heavily subsidised, and now Mr. H. H. Flagler, President of the New York Symphony Orchestra,



GUSTAVE HUMBOLDT AS BEETHOVEN.

has undertaken to meet the annual deficit, which is said to run above ten thousand pounds a year. Whether such munificence may not lead to more vocal supporters withdrawing support that they regard as being no longer necessary is a moot point. In any case, Mr. Walter Damrosch will continue to provide the



PAUL BENOIT (AS HANS SACKE).

## The Grand Opera Season at Covent Garden: Star Singers.

real music-lovers with fine entertainment, and the programmes will not be hampered by the need for considering cost. Those of us who are near enough to some of the leading orchestras in London to know the curious and often regrettable measures that must be adopted for the sake of peace or pounds will wish that Mr. Flagler had been a British subject resident in London.

Dr. Henschel's "Farewell Recital" is to be given at Bechstein's on April 29, but



AUGUST KIEHL.

this will not be his last appearance in London. He is to conduct Mendelssohn's oratorio "St. Paul" at the Queen's Hall on Tuesday, May 12, under the auspices of the Handel Society. Mr. Gervase Elver, Mr. Thomas Farmer, a new basso, and Miss Cleopatra Johnson are to be the soloists. If Dr. Henschel could only persuade the public and the powers that be to substitute "St. Paul" for "Elijah" in town and at some of the provincial festivals, it would be one of the greatest achievements in his long and honourable career, and a brilliant close to years of useful labour.

Mr. Ornstein, pianist and Futurist composer, is not to stand alone. Mr. Josef Holbrooke is introducing into the programme of his third concert at the Arts Centre in Mortimer Street work by another Futurist, Raffi by name.

"The Magic Flute" will be heard in a new form at Drury Lane when the Beecham season opens. The arrangement of the scenes has been altered, cuts have been made, and the spoken dialogue has been turned into recitative. Mrs. Eva Hempel, who was heard at Covent Garden a few years ago, as Eva in "Die Meistersinger" and Grete in Humperdinck's opera, has been engaged. She will be remembered as a brilliant singer with a remarkable range.

It is rumoured that Nijinsky will be seen in ballet at Drury Lane, though at time of writing no definite agreement would appear to be made. In the meantime, the Directors of the Metropolitan Opera House in New York have paid Mr. Thomas Beecham the great compliment of an invitation to conduct certain performances there next season. Mr. Beecham has been conducting at the Turquay Municipal Festival, where Mr. Basil Hinderburg, who directs the Turquay Municipal Orchestra, has made a very favourable impression. His handling of certain scores, notably those of Dr. Richard Strauss, which are, of course, among the most complex and difficult with which any conductor has ever had to deal, is declared by competent judges to have been masterly.



LEON DE SOUZA (AS FAUST).



## THE GRAND OPERA SEASON: FAMOUS ARTISTS WHO ARE TO APPEAR.



## GREAT SINGERS WHO WILL BE HEARD AT COVENT GARDEN: STARS OF THE OPERATIC FIRMAMENT.

The Grand Opera Season at Covent Garden began on Monday last, April 20, and will continue until July 27. Performances will be given every evening. The repertoire is to be selected from the following works:—(In Italian): "Aida" (Verdi), "L'Amore dei Tre Re" (Montemuzzi), "Ballo in Maschera" (Verdi), "La Bohème" (Puccini), "Cavalleria Rusticana" (Mascagni), "Don Giovanni" (Mozart), "Falstaff" (Verdi), "Fanciulla del West" (Puccini), "Francesca da Rimini" (Zandonai), "Gioielli della Madonna" (Wolf-Ferrari), "Madama Butterfly" (Puccini), "Manon Lescaut" (Puccini), "Mefistofele" (Boito), "Nozze di Figaro" (Mozart), "Otello" (Verdi), "Pagliacci" (Leoncavallo), "Rigoletto" (Verdi), "Segreto di Susanna" (Wolf-Ferrari), "Tosca" (Puccini), and "Traviata" (Verdi). (In French): "Faust" (Gounod), "Louise"

(Chapelier), "Ned" (F. d'Erlanger), "Pelléas et Mélisande" (Debussy), "Roméo et Juliette" (Gounod), and "Samson et Dalila" (Saint-Saëns). (In German): Wagner "Der Ring des Nibelungen" (1) "Das Rheingold," "Die Walküre," "Siegfried," and "Götterdämmerung"; "Lohengrin," "Die Meistersinger," and "Parsifal." It will be noted that this repertoire includes two operas, new to this country, which have attracted considerable attention in Italy—Montemuzzi's "L'Amore dei Tre Re," and Zandonai's "Francesca da Rimini"; while it will be seen that four of the operas have not been heard at Covent Garden for some years: these are Boito's "Mefistofele," for which Léon Bakst has designed and painted a new mise-en-scène; Verdi's "Un Ballo in Maschera," "Falstaff," and "Otello"; and Mozart's "Nozze di Figaro."



# A KING'S CONSTANT COMPANION: THE MOST FAMOUS OF ROYAL PETS.

FROM THE PAINTING, DONE SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS," BY MAUD EARL.



THE FAITHFUL FRIEND OF KING EDWARD AND OF QUEEN ALEXANDRA: CAESAR, THE LATE SOVEREIGN'S FAVOURITE DOG, WHICH DIED THE OTHER DAY.

Caesar, King Edward's pet, was the best-known dog in England. He was the constant companion of his royal master, travelling with him everywhere not only in Great Britain, but abroad. It was but fitting, therefore, that he should walk behind the gun-carriage bearing the dead King's coffin in the funeral procession of 1911. From that date he became the constant care of Queen Alexandra. Lately, he became ill. An operation was decided upon, although it was realized that there was little hope, and Caesar died under the anæsthetic. His last appearance in public was on the day

of the State Opening of Parliament, when he was to be seen, with Queen Alexandra, on the balcony of Marlborough House. He has been buried in the animals' "cemetery" in the grounds of Marlborough House. He was a wire-haired terrier; and on his collar were the words: "I am Caesar and belong to the King." The picture here given was originally reproduced in "The Illustrated London News" under the title, "Solemn Service: King Edward's Favourite Terrier, Caesar, Mourns his Master"; and it was specially painted for this paper by Miss Maud Earl.





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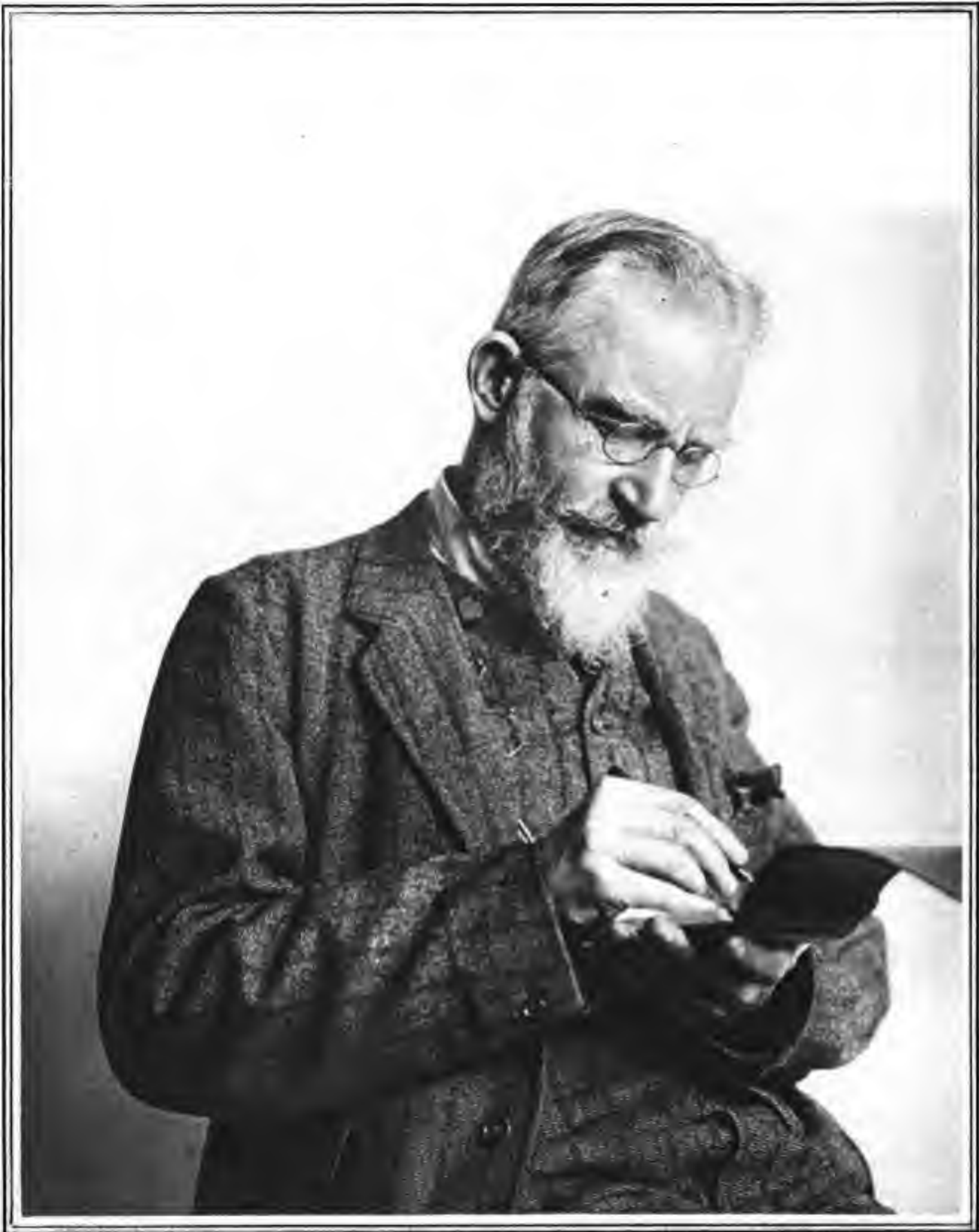
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# THE AUTHOR OF THE MUCH-DISCUSSED ROMANCE, "PYGMALION."

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WRITER OF THE PLAY OF THE PROFESSOR OF PHONETICS AND THE FLOWER-GIRL, AT HIS MAJESTY'S:  
MR. GEORGE BERNARD SHAW.

Mr. George Bernard Shaw, whose new five-act "romance," "Pygmalion," which is being presented at His Majesty's, has aroused so much interest not only for itself but for the "language" it exploits at one moment, is, it seems unnecessary to tell anybody, one of the best-known of British men of letters. He was born in Dublin on July 26, 1856. His success, of course, was not immediate; and for some few years his work attracted the few rather than the many: that, needless to say, is a compliment. For the rest, we must content ourselves with the mention of but a few of his most familiar books and plays: "Cabal Byron's Profession," "Fabianism and the Empire," "The Quintessence of Ibsenism," "The Sanity of Art," "The Perfect Wagnerite," "Plays

Pleasant and Unpleasant," "Three Plays for Puritans," "Man and Superman," "John Bull's Other Island," "The Doctor's Dilemma," "Getting Married," "The Showing-up of Blanco Posnet," "Fanny's First Play," and "Androcles and the Lion." In earlier days Mr. Shaw, using the pen-name, "Corno di Bassetto," wrote weekly articles on music in the "Star." He also contributed articles on music to the "World," and others, on the theatre, to the "Saturday Review." The end of his biography in "Who's Who" is characteristic: "Exercise: Motor-driving and cycling, swimming, public-speaking. Diet: Vegetarian. Recreation: Anything except sport." He is a near neighbour of Sir James Barrie, in the Adelphi.



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## LADIES' PAGE.

THERE is a certain overshadowing of the season from the expectation of a General Election this summer. People have to save up their money for the possibility, and so to curb their plans. The beginning of things is, however, very promising. The first formal visit of their Majesties to a foreign country is, of course, the interest of the moment, and this state visit to France is in the nature of cementing a friendship that is hoped to make for peace in the world. Many people are taking great interest in the celebration of the centenary of peace between Great Britain and the United States, in connection with which several functions are arranged, especially a great ball in June. The Duchess of Teck is the President of this Committee. Nearly two thousand years after the Herald Angels sang their sweet song of peace, we have advanced far enough to express a love of and desire for that ideal, notwithstanding the army of the enormous increase of expenditure on war preparations in the past few years.

As soon as there is a slack time for news, some one or more of the leading London dailies begins a correspondence about women, generally, of course, on our details—an inexhaustible topic. The Easter recess has been marked by a spirited attack upon the present style of dress, exciting as brisk and general condemnation of our age, especially for (it is said) jeopardising the interests of the coming generation, as if the absurdities inveighed against were the usual attire of the women of the present day, instead of (what is the obvious truth) the eccentricities of a very small section. The skirt slit because too tight to walk in, the evening frock open nearly to the waist in front and behind alike, the day dress exposing the top of the chest even on a bitterly cold day, the high heels pointed in a peg—how often does one actually see all this outside a fashion-plate? Look only at the women well-off enough to give time and thought and money to dress, and not one in a hundred is at present dressed in any absurd way. On the contrary, the loose corsage in vogue, giving no temptation to any constriction of the waist and the chest, is distinctly hygienic; and though the mode demands strict corsetting below the waist, that is a region where a reasonable amount of pressure is harmless, and such a moderate degree is all-sufficient in the case of the generally youthful and fairly slender women who adopt passing modes.

The people who have been exhausting their vocabulary on this subject must surely have been studying the artists' drawings in fashion periodicals, and not the living sensible women of the day. It should be observed, however, that so far as mere eccentricities of costume are concerned, they do not necessarily prove foolishness and empty-headed frivolity, either in individuals or in "periods." Future great warriors and great thinkers have often been notorious in their youth for their happy vanity and over-decoration; Julius Cæsar was so, and Lord Beaconsfield, for mention



THE "LAMP-SHADE" TUNIC.

The tunic is of shot taffetas, has a full round of silk muslin; brocade and velvet from the waist. The taffetas underskirt is narrow and clinging. The hat is of deepest silk and plain velvet.

but two of many cases. As to "periods," those in which men were preposterously tricked out and adorned when in their "best clothes" have likewise often been identical with those in which public spirit and war-like prowess both have flourished. Between Agincourt and Cressy was the most absurd of all periods in men's attire; and the great Elizabethans again—how they were bedazzled! There is no conceivable vagary that has not been actually tried in the costumes both of men and women.

The great show of genuine old costumes that were the property of the late Mr. Edwin Abbey, the painter, is very attractive at the London Museum at Stafford House—henceforth to be called Lancaster House. These dresses, both men's and women's, are nearly all eighteenth century, and the male costume of that day is, as we can see far more costly and showy than the female attire. Some of the velvet and silk coats embroidered very richly and lavishly with silk threads and gold must have cost small fortunes, and as to the lace frills and jabots, they were often almost priceless. The men of to-day at any rate bestow their dress money to better advantage—that is, on us, of course! Rather a shock is given the imaginative by the large glass case of "A Georgian dinner-party," where the smart clothes are varnished by huge wigs with no faces beneath them—a ghastly effect and a cruel reminder of how the most perishable works of man's hands and the most gay and frivolous of our vanities outlast our small span.

Quite a feature of Spring fashion in Paris and London alike is the renaissance of the cloak. The newest and perhaps most becoming form of it has a short semi-fitting vest under sides that fall much longer and in rather voluminous folds. Others are quite circular, and set very full into a yoke, like a Spanish gentleman's wrap. Another style resembles not remotely the golf cape of yester-year, falling open in front, and held on by straps over the figure; but it is made in different materials, fine damask silk, finest cloth of the most supple kind, taffetas, or fancy crêpe-sur-croisé satin. Taffetas is the fabric of the moment for gowns; and cloaks are, perhaps, best when produced in the same favoured fabric. A very chic three-piece gown has just reached a rich young woman in London from her Paris dressmaker. The gown is of taffetas shot from plum-colour to green; there is a corsage tunic of this same shot silk, with deep basque flounce in silk muslin of plum-colour not shot, but edged round with a gathered frill of the shot taffetas; and both at the back and the front, a long stole-shaped narrow strip of the same taffetas falls over the tunic reaching nearly to the feet, this being decorated down with graduated-sized bows in gold tissue. Then there is a cape, three-quarter length, in the shot taffetas, set on a deep yoke of the plum-coloured silk muslin laid over golden-brown silk; above the yoke is a turn-down revers, and then a high square Tudor collar behind, both of a plaid taffetas in which green, purple, yellow and brown all appear; a narrow frill of the shot green-and-purple taffetas surrounds the lower edge of the yoke, and also trims the bottom of the circular cape. FLORENCE.



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## NEW NOVELS.

"Time and Thomas Waring." The serious purpose of Mr. Morley Roberts's "Time and Thomas Waring" (Eveleigh Nash) is plain from the beginning, that gives us a vivid picture of an average man on the eve of an operation. Mr. Roberts, with the skill of a master of his craft, keeps the psychological situation well in hand. It is the paramount issue; but he wants to bring you to it firmly, that you may lose nothing of its value. So "Time and Thomas Waring" begins with the description of an operating-theatre in a private hospital, of the individuality of the nurses, the anaesthetist, the surgeon, and of Thomas Waring as the patient. He undergoes a major operation, and the anaesthetic releases his soul into an infinity of suffering. He emerges another man. "Renshaw's knife had taken away more than Renshaw handled; it had cleared away those masses of dead opinion that stunt the living mind—those dead

opinions which are prejudices and degenerations, the fatty degenerations of the soul." Tom Waring, in fact, had gone through such a cleansing of the soul as may come only through death, such a cleansing as we conjecture purifies the immortal remnant of a man when it rises from earth to meet its Maker. Needless to say, conventional moral values are discarded. "Little children, love one another," is the gist of the lesson Waring learns, and puts in practice, before he is summoned again to the shining theatre and driven forth by the anaesthetic a second time into the unknown. This is an impressive book.

"When Ghost Meets Ghost."

Leisure is the one thing needful for the perfect enjoyment of Mr. William De Morgan's novel. The veteran is in splendid form. There is not a page without its quota of good things. The wisdom of the elders has seldom been set

before the public in such a happy form. "When Ghost Meets Ghost" (Heinemann) is concerned mostly with the curious circumstances of two old ladies, twins, who have believed each other dead for fifty years, and met again without knowing it. The truth comes out at the close of eight hundred pages, and any twentieth-century novelist might well stand aghast at being asked to keep his readers' interest focussed on the old ladies for so many pages. Mr. William De Morgan, the last of the Victorians, is not troubled in the least at the magnitude of the task he sets himself. He works a double plot and a bevy of characters with the greatest facility. His agile humour plays backwards and forwards, from the "fifties to his audience of 1914. For holiday times, long, lazy days by the open windows of spring, or in a comfortable ocean-going deck-chair, "When Ghost Meets Ghost" is just the thing.

Warm testimony to the beneficial results of a cure at Had-Naheim, the beautiful German health-resort, was recently paid

by an American who had been a cure-guest there in two consecutive years. Writing in a British therapeutic journal, he said: "The theory of the Naheim treatment is, briefly, that the baths and exercises, by



AFTER A FALL OVER A BANK INTO A RIVER: THE WRECKED CAR IN A FATAL ACCIDENT AT LINDRIG.

Miss Eleanor Mildred Legard, aged twenty-four, daughter of Mr. B. C. Legard, of Houghton, was killed on April 13 in a motor accident at Lindrig, near Alnwick, Northumberland. At the inquest Major Bell, who drove the car, said that the steering-gear failed to act at a sharp turn in the road, and he omitted to apply the brakes. The car was going only at a walking pace, but it gathered momentum down a steep slope and went over a bank into the river Coquet. Major and Mrs. Bell escaped with a shaking. Another lady, Miss Forewick, was injured. (Photograph by C.N.)



AFTER A FALL OVER A 40-FOOT CLIFF: THE WRECKED CAR IN THE FOLKESTONE ACCIDENT.

Mr. Claude Herbert Biles, of Cassin Terrace, Wimbeldon, accompanied by a friend and a chauffeur, was driving his car down the Slope from the Lion at Folkestone, on April 13, when it swerved and fell over the cliff edge on to a lower path forty feet below. The occupants had a wonderful escape, for they managed to jump out just before the car went over. As in the case of the other accident here illustrated, the cause was a fault in the steering-gear.

Photograph by Illustrations Bureau.

exciting the cutaneous blood-vessels into greater activity, lighten the work of the heart. All the baths have a peculiar irritating effect on the nerves in the skin. The heart's action, the respiration, the blood pressure, the entire circulation of the blood, and the warmth of the body are all influenced thereby. Change of tissue is regulated and promoted, the absorption of the products of disease and their expulsion from the body is effected, and the formation of healthy tissues and the better nourishment and strengthening of the whole organism is produced. Walking exercise in the pure, dustless air of Naheim and its immediate neighbourhood forms no unimportant part of the treatment. To lovers of music there is increasing joy in listening to the fine orchestra from Leipzig under the famous Wunderstein, which plays three times a day."

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I have used the samples of Biomalz which I find an excellent means of increasing physical energy and improving the general condition. I have noticed especially an obvious improvement in the colour of the complexion, stimulation of appetite, and increase of body weight.

Dr. W. ....

My wife has taken a course of Biomalz with great advantage. I was particularly gratified to observe a rapid increase of weight, together with a healthy, blooming appearance of the complexion.

Mrs. E. S. ....

In the course of my professional duties I have had considerable experience of Biomalz, which I have found more satisfactory than any other preparation. On account of my habitual pallor I have lately taken Biomalz myself, and am being constantly asked by my friends, "Whatever have you done to improve your complexion so much?" My weight increased 3 lb. per week during a month's treatment.

Mrs. Fri. ....

I can speak from personal experience of the good results of Biomalz. Although I have taken only four tins so far, I am

energy personified, in spite of my trying occupation.

Mrs. D. .... (Dancer's Wife):

After five tins of Biomalz there was a very obvious improvement in my appearance. There was a steady improvement in my appetite with consequent increase of weight, and I feel much better in general health than before.

Mrs. B. .... (Proseman's Wife):

I have taken one large and three small tins of Biomalz, and feel as energetic as in former years. Sleep and appetite are excellent, and my complexion is fresher and more youthful than for many years.

**Indeed:** There are many other preparations to ensure Health, Strength, and Beauty, but none is better, none more palatable and more efficacious than that excellent

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which is highly appreciated all the world over.

It strengthens the body wonderfully. Limp, flabby features disappear, the colour of the face becomes fresher and healthier, the complexion clearer. In the case of persons who have become anemic, pale, and thin through malnutrition, the appetite improves to a gratifying degree.

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"... Ripping of Uncle? Yes, indeed, I told him he had spent too much. But he said I'd find out differently, when I bought any extra pieces. And, Jack—*do* rush home quickly to-night."

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## ART NOTES.

IF picture-exhibitions are intended to beguile the odd half-hours of intelligent persons they seldom do their duty. The gallery banners in Bond Street make a show of liveliness, but few are the passers-by who have not learned the falseness of those flapping invitations. It is good, then, to find an exhibition in the heart of Bond Street that is an entertainment instead of being a bore. The entertainment, it is true, is not all profitable: but the worst pictures and the best at the new "International" are arranged with a kindly thought for the amusement of the visitor. As a rule, one pays the turnstile shilling from a sense of duty to a day's programme inspired at breakfast-time by the all-persuading *Times*, or because the canvases of relatives or friends await inspection. At the Grosvenor Gallery I found a real shilling's-worth.

In the first room Rodin's "Eve" in bronze, lent by Mr. Edmund Davis, and "Benediction" in marble, lent by Lord Howard de Walden, put one more than ever out of humour with the prospect of four times four walls spread with the thin portraiture and thinner allegory of the accustomed Internationalists. The "Eve" is a figure hurt, humiliated, yet mighty; the slight twist of the knees, the suggestion of slowest movement in the heavy feet, the still heavier uplifting of the arms, and the striking curve of the shoulders are infinitely effective. Only in the head is there any touch of the violence to which one has grown cold. In the face, with its broken nose, there is something of the unalloyed exaggeration fatal to most renderings of such themes. The marble "Benediction" is pure beauty. If Henley be permitted to call the more westerly of the Strand churches a madrigal in stone, it may be allowable to think of this group in the terms of lyric poetry. It has the flight of Crasche's fancy and the

finish of Lovelace's. No piece of marble in the whole range of sculpture has so few of the disabilities of its material; it is not "frozen music," for it is not stiffened into any sort of stationary frigidity. In other words, it has the movement of "numerous" verse.

After such work, the walls might well be found depressing. But here is Mr. Ricketto's "The Parable of the

long and slender and misty in the distance, may, oddly enough, serve as a type not only for the scattered Wise and Foolish Virgins of a single canvas, but for a whole ten thousand. Daumier's vision, no less than his pigment, belongs as much to the present time as to his own; and his influence peoples a world of modern pictures. Next to the brilliant and suet "Don Quixote" hangs Millais's crabbled "Age"—the famous portrait of Mrs. Heugh in her ninety-fourth year. Millais's is the unelastic vision and pigment that has no influence: such painting will be practised from time to time, because it will come naturally to other plodding workers faced with similar difficulties, but it is not a style that runs like life itself from one generation to another.

Mancini's "Eve"—his masterpiece, Mr. Lambert's "Important People," Mr. Peppercorn's lovely "Evening," Mr. Bishop's "Tranquillity," and the amusement of finding a picture that might be Mr. Orpen's but isn't, and another picture that, seemingly, cannot be Mr. Orpen's, but is, all contribute to the entertainment—or, to be rather rude, to the shilling's-worth. If these are thought to be short measures there is, for further pleasure, Mr. Kennington's curious "Cater-mongers," or Mr. D. Y. Cameron's "Ben Vorlich"; or, for further emotions of another sort, a sufficient gathering of exceedingly poor work. E. M.



ONE OF THE MOST FAMOUS HOLIDAY HAUNTS IN EUROPE: THE HOTEL SCHWEIZERHOF (ON THE LEFT) AT LUCERNE. The Schweizerhof is the largest and most important of the hotels at Lucerne. Situated on the Schweizerhof Quay with its famous avenue of chestnuts, it occupies one of the finest positions in "the playground of Europe," facing that most beautiful of the Swiss lakes, the Lac de Quatre Cantons, at its base. From the Schweizerhof there is a magnificent view over the lake, with its winding waters and wooded shores, to the Rigi and Pilatus and the other mountains beyond.

Wise and Foolish Virgins," an ample and lively composition, before which it would be ungracious to make inquiry as to the classification of this or that drooping or gliding maiden. In another room Daumier's "Don Quixote" gives the key to one of the dominant inspirations of Mr. Ricketto's brush. The waving figure of the Don,

announces a (10,000) Profit-Sharing Gift Distribution designed to enable every woman to practice beauty culture at home. A post-card to the firm will bring particulars, but anyone sending 3d. in stamps for postage and packing will receive in addition a complete "Hair Drill" Outfit, and a supply of a new Complexion Cream, entirely free.

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## WILLS AND BEQUESTS.

THE will (dated Jan. 4, 1913) of Mr. JOHN RITCHIE, of 8, Alexandra Drive, Liverpool, who died on Feb. 11, is now proved, and the value of the property sworn at £374,891. Testator gives £250 each to the Royal Southern Hospital, the David Lewis Northern Hospital, the Bootle Borough Hospital, the Seamen's Orphan Institution, the Infirmary for Children, the Homes for Aged Mariners, the Royal Infirmary, and the Bluecoat Hospital; £200 to St. Andrew's, Scotch Church, Rodney Street, and £50 to the Minister there; £1000 to Alexander Milligan;

£500 each to his half-sisters; £5000 each to his half-brothers William and Arthur Ritchie; £5000 to his nephew Dr. Robert Nicholson; £1000 each to Ritchie and John Ryder Ritchie; and the residue to his nephew John Ritchie.

The will (dated Oct. 12, 1901) of Sir JAMES JOHN TREVOR LAWRENCE, Bt., K.C.V.O., of 57, Prince's Gate, Hyde Park, and Bedford Lodge, Bucking., who died on Dec. 23, is proved by Dams Elizabeth Lawrence, the widow, and Sir William Matthew Trevor Lawrence, Bt., and Aubrey Trevor Lawrence, sons, the value of the unsettled property amounting to £13,753. He gave all the household and domestic effects to his wife, wishing her to give to the Royal Gardens at Kew any of his collection of plants, and to his sisters any articles belonging to his father; £250 to his friend Arthur Herman Gilks; £500 each to his sisters; £250 to his two sons for acting as executors; and legacies to servants. The residue of the property, including his collection of porcelain and lacquer enamel, he left to his wife for life and then to his children.

The will (dated Oct. 30, 1911) of Mr. FREDERICK GREENE, of Rydlington, Cranleigh, Surrey, who died on March 13, is proved by Mrs. Lucy Greene, the widow, and the Public Trustee, the value of the estate being £310,380. Subject to the payment of legacies to servants, the testator leaves the whole of his property to his wife absolutely.

The will and codicil of Mr. THOMAS WRIGHT WAYSON, of 60, Great Cumberland Place, W., and Lubenham, Leicester, who died on Jan. 27, are proved, the value of the estate being £182,324. The testator gives his Stockwell and Brixton estate in trust for his daughter, Lady Knightley, and her husband, and during the life of Mrs. Grissell, an annuity of £1000; £500 his town house and effects,

and £1500 a year to his wife; £5000 each to his sons-in-law Sir Charles V. Knightley, Bt., and Arthur H. Loring; his real property in Kent, and the Lubenham estate to his



THE FIRST LORD OF THE ADMIRALTY AS POLO PLAYER: MR. WINSTON CHURCHILL DURING HIS VISIT TO MADRID.

Mr. and Mrs. Churchill recently visited Madrid, where the First Lord played in a polo match at King Alfonso's estate of Casa de Campo. The teams were: (White) King Alfonso, the Duke of Alba, the Marquis Santa Damián and Captain Loebe; (Blue) Mr. Churchill, Major Lawrence, Lord Wimborne, and Mr. Sassoon. The Whites won by 3 to 2 goals. Mr. and Mrs. Churchill also watched the polo practice of the British international team that is preparing for the match to take place in America. (Photograph by C.N.)



ONE OF THE FIRM'S THIRTEEN FIRST-PRIZE WINNERS AT THE VAN-HORSE PARADE: A VAN TEAM ENTERED BY MESSRS. JAMES BUCHANAN.

Messrs. James Buchanan and Co., the well-known Scotch Whisky distillers, of Glasgow, are noted for their fine horses. At the Van-Horse Parade in Regent's Park the other day, all their thirteen entries took a first prize. (Photograph by Bouch.)

daughter Madeline Watson; £1000 a year to his daughter Mrs. Loring, during the life of her mother; and a few small legacies. On the death of Mrs. Watson, £50,000 is to be held in trust for Mrs. Loring; and the residue to his daughter Madeline.

The following important wills have been proved—  
Mr. William Hamilton Cudington Nation, Rockbeare, Devon, 19, Queen's Gate, and 2, Ryder Street, St. James's (died intestate) £311,672  
Mr. Samuel Devonson, 2, Acorn Villas, The Elms, Ramsgate £60,100  
Mr. George Henry Martin Which, 1, Strathmore Gardens, Remington £56,185

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## THE PLAYHOUSES.

## "MAM'ELLE TRALALA" AT THE LYRIC.

It would seem as if "The Girl in the Taxi" had set a fashion, and a very welcome fashion, in musical comedy—the rule of which is that, instead of a mere mélange of song and dance and variety turns, we get a really intelligible and exhilarating farce wedded to the lightest and brightest of music. The new piece at the Lyric, "Mam'elle Tralala," loyally follows this rule. M. Jean Gilbert, who wrote the score of the prototype, once more pours out a wealth of tuneful melody, often in valse time, for its successor; and to say this and to add that such numbers as "Good Evening, Mr. Moon," and the heroine's dance-song, "Life's a Waltz," are in his best manner, is to indicate that the composer's share in the entertainment is sure to afford the fullest satisfaction. As for the "book," that practised librettist, Mr. Wimperis, and his colleague, Mr. Hartley Cartick, have relied on a plan which has already served well, of adapting from the German a plot which may or may not be Gallic in its origins. It is enough that it enables Miss Yvonne Arnaud to act as dashing a figure and prove as naughty and fascinating a coquette as ever she did in the rôle of Suzanne, and that it piles trouble on trouble on the devoted head of Mr. James Blakeley, as a lugubriously comic Lothario. The actress's chansonettes and witty lines, always rendered with daintiness and point, never hamper the wild rush of the action any more than do the comedian's laughable exhibitions of mock-misery. And meantime, Miss Amy Angard's broad comedy touches, Mr. Pope-Stamper's charms of voice, and Mr.

Ernest Hendrie's drolleries elaborated wonderfully out of the scantiest of materials, furnish a change at just the right moments. Berlin has sent us a good thing in "Mam'elle Tralala," and the baggage ought to be able to count on a prolonged vogue in London.

## "THE MOB" AT THE CORONET.

It shows courage on Miss Hensman's part that even in these days, when the passions excited by pro-Berberism have died down, she should have agreed to produce a

play that deals, as Mr. Galsworthy's story of "The Mob" does, with just the sort of situation in which the pro-Berber found himself during the South African War. Ten years ago such an enterprise would hardly have been possible. Stephen More, Mr. Galsworthy's new hero, inherits his seat in Parliament, says good-bye to his ambition, endures his friends, risks and suffers, multi-violence, loses even his wife's love (for he has married into a military family)—all because he is obstinate in the belief that he is right and nearly all his compatriots are wrong; and he is killed (surely the moment chosen is very unlikely) by a crowd "mallicking" over an English victory. Originally given at Manchester, "The Mob" was brought to London last Monday, and met with a highly favourable reception at the Coronet Theatre. Nobody would think of denying that it is a very thoughtful and impressive work of art, or that Stephen More's prolonged combat with a hostile environment does not supply, as Mr. Galsworthy presents it, drama of a very tense kind. What one feels, however, about the play is that it is all in one key—a grim and melancholy key—and that it suffers, no less than its central character, from a certain rigidity. The outlines of character are so sharp here, the solvent of humour is so regrettably absent, life is made a matter of painful alternatives—the exasperation produced by political antagonism is heightened just the trifle too much which results in exaggeration. Mr. Milton Rosmer's Stephen, if rather staid and frigid, is both eloquent and picturesque; Miss Irene Roake's distracted heroine tears at our heart-strings, and Mr. Leonard's indignant General strikes the note of sincerity. (Miss Patricia Aronson.)



FESTIVITIES IN ROMAN SOCIETY IN CONNECTION WITH THE PRINCESS DI TEANO'S TABLEAU VIVANTS: A SUPPER-SCENE IN THE RESTAURANT OF THE GRAND HOTEL AT ROME.

A beautiful series of tableaux vivants, organized by the Princess Di Teano in aid of the Venetian Committee Home, were given recently in the Grand Hotel at Rome. The British Ambassador and Lady Balfour, the Ambassadors of Russia, Germany, Austria, and Spain, and all the other members of the Roman Society were present. Our photograph shows part of the scene at the supper in the restaurant of the Grand Hotel, at which there were some two hundred people, including the performers and their friends. Among the company, besides the Princess Di Teano, were Prince Stanislas Radzivil and Princesses A. and D. Radzivil, Prince F. Romagnolo, Prince Scordia, Prince Paterno, the Duke of Salaparuta, the Duke of Montegrotto, and the Duke of Montemarino. (Photograph by Partridge.)

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## THE CHRONICLE OF THE CAR.

## The Head-Light Problem.

A good deal of correspondence is taking place in the Press, lay as well as technical, on the subject of glaring motor head-lights. I am not at all astonished at this, nor that the bulk of the correspondence should be condemnatory of the strength and character of the lights at present carried by cars. The question involved is not at all an easy one to solve, for on the one hand we have the admitted fact that it is very necessary for the car to carry powerful lights, because of the danger which accrues from unlighted or badly lighted horses and other obstructions, and, on the other, there is no getting away from the fact that the brilliant lights which science has evolved for the use of the motorist do constitute a grave inconvenience, not to say danger, to meeting traffic. There is one thing that emerges—which is that something will have to be done about it. Naturally, it is my business to argue the motorist's point of view where it is at all possible to make out a good case; but in this matter I feel that although, as I have said, it is absolutely necessary that powerful lights shall be carried, some remedy must be found for the blinding effect produced by those lights when meeting vehicles are encountered. I speak feelingly in this matter, for not once, but many times of late, I have run narrow escapes of finding the ditch through these glaring lights, and nothing but the thought that my own lamps have probably been just as inconvenient to the other driver has kept me from the use of most unparliamentary language regarding the nuisance—for nuisance it undoubtedly is.

I think that to a great extent the remedy lies in the hands of the motorist himself. My own experience is that it is electric lights which are the worst offenders in the matter of glare. The makers of electric-lighting sets have got their lamps so optically perfect that they will project every fraction of a candle-power possible, and the light thrown from the beautifully worked parabolic reflectors used in

these lamps is of the most blinding description. Now, electric light is very easily manipulated, and for my own part, when I am driving an electrically lighted car, I always make a point of switching off the head-lights when

but that is another matter. I am most certainly of opinion that if everyone would do as I suggest, the outcry about glaring lights would soon die down. This much is certain, that if the motorist will not take the easy and obvious course of either switching out electric or lamping down acetylene lights when meeting other traffic, we shall soon have irksome legislation to compel us to do something of the sort.

Apart from the various optical and mechanical devices which exist for the purpose of damping the glare of powerful lights, the recently concluded experiments carried out by the National Physical Laboratory have demonstrated in what manner the desired effect may be produced and enough light to drive by given to us, the while no particular inconvenience may be caused to other traffic. The matter seems to me to be one that might well engage the attention of the motoring organisations, inasmuch as I believe that an appeal by them to motorists in general would start the latter thinking about things in a manner which would soon ameliorate the nuisance.



VICTORIOUS IN THE TOUR DE FRANCE: THE TWO BUICK CARS THAT DID NOT LOSE A SINGLE HARE AND TOOK SIX PRIZES.

The trial extended over 2000 miles, and all 37 starters at the start or were disqualified. The Buick was the only team to complete the tour, and was first in the circumnavigation. One car was a model 2-4-4 chassis, with the Delco system of electric-lighting and starting; the second a 12-14-4 model, with magneto-ignition.

meeting another vehicle or cyclist. I must say, though, that I do not find many drivers who are as considerate.

entry is a most representative one, including nearly all that is best in the light class, and I look forward to a most informative test of this new type. The "cycle-cars" are mainly conspicuous by their absence from the list, but, to do them justice, it must be said that the conditions are so drawn as to exclude most of the type, since they stipulate that each vehicle must be fitted with a reverse speed—a feature possessed by very few true cycle-cars. While, as I say, the entry is a fairly representative one, there are one or two notable absentees from the list, such, for example, as that excellent little car the Steeple.

I suppose those makers who have refrained from entering know their own business best, but I should certainly have thought that some of them would have



ONE WEEK'S OUTPUT OF CROSSLEY CARS FOR ONE CUSTOMER: PART OF THE WAR OFFICE ORDER.

The War Office ordered 18 Crossley cars. It is not clear from the Crossley Works at Manchester in London, and all these 18 cars go by road and carry on their backs 22 tons of sand-bags. Motion they go south they have to pull this little load of 35 net, for three miles at five speed without overheating; climb a loaded gradient of 1 in 4, and then, after slithering 10 net, and being left with 25, they have to climb a gradient of 1 in 8 and pull behind them another motor-car weighing not less than 15 net.

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The World's Best Medium-Powered Car.

## STRAKER-SQUIRE



15-20 h.p. Straker-Squire, 1914 model, Four-seater, £302 complete.



15-20 h.p. Straker-Squire, 1914 model Standard, Two-seater, £260 complete.



15-20 h.p. Straker-Squire Standard Limousine, £570 complete.

## ONE TYPE CHASSIS ONLY

Having concentrated our entire energies and experience during the past six years on the construction of the ONE MODEL ONLY, we now justly claim to possess the Best Medium-powered Car on the world's market.

## A few of the 1914 Improvements.

Four-Speed Gear-Box. Wheel-base increased. Power of Engine increased. Springing improved. Clutch improved. Truffault Shock Absorbers fitted to all chassis. Standard Bodies greatly improved. Also various other refinements.

## 15-20 H.P.

ONE TYPE CHASSIS ONLY suitable for all Types of Bodies

Springing, gear ratio, and take of steering specially arranged to suit particular type of body fitted.

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# ARGYLL

## For Summer Touring.

THE elimination of engine trouble; the absence of side-slip and skid; and comfortable riding—these are the essentials if motor touring is to give its full quota of pleasure. If your car is an Argyll you are assured of this pleasure.

The Argyll Single Sleeve Valve engine is absolutely reliable; the Argyll all four wheel diagonal braking system entirely prevents skid under all conditions, and the beautifully sprung body ensures the greatest comfort.

### Argyll 1914 Models.

15 30 h.p. Torpedo Car	£495
25 50 h.p. Torpedo Car	£675
25 50 h.p. Limousine or Landsaleite	£825

These cars are fully equipped, including: One Man Hood, Screen, 3 Lamps, Horn, Tool Chest, Detachable Wheels, Spare Wheel, 5 Tyres, Number Plate, Petrol Gauge, etc.

May we personally demonstrate the Argyll superiority to you?

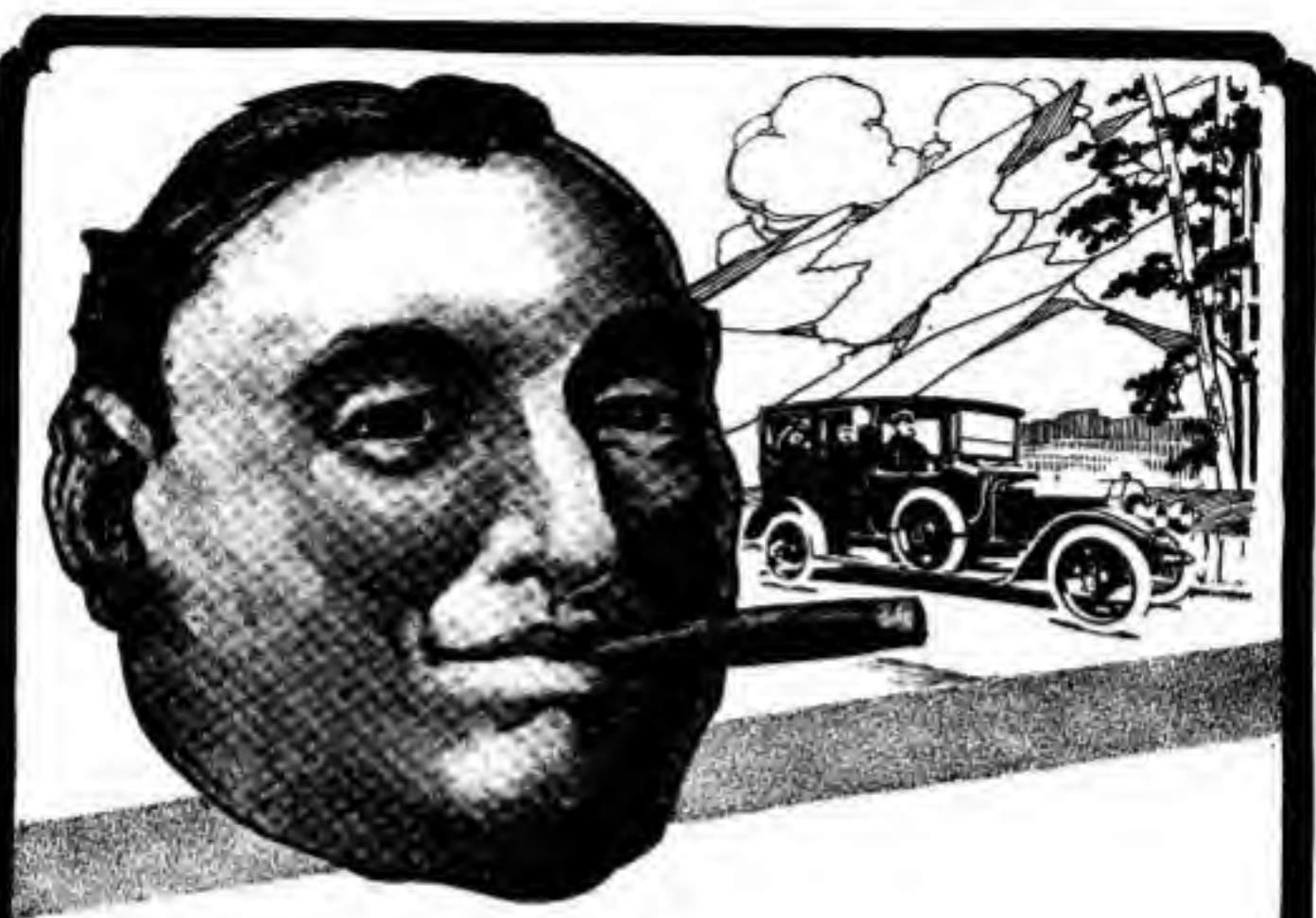
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**CONTINENTAL T PATTERN**  
**Solid Band Tyres**  
*for Commercial Vehicles*



A422



(Continued.) desired to allow the opportunity of showing what their cars can do in open competition with the rest.

At the moment, the Club has allowed nothing to transpire with regard to routes, hills to be climbed, and so forth, but it may be taken as read that the test will be a pretty severe one. For within easy reach of Harrogate there are very amount of steep hills and roads on which the little vehicles will be hard put to it to maintain a good average speed. Mainly with the aim of seeing just exactly what sort of a test it is that the R.A.C. intends to impose, I am driving a light car through these trials, and so look forward to being able to impart some first-hand information with regard to them later on.

**Beland CAYE.** In a previous column I have spoken my mind somewhat freely on the subject of over-light head-lamps. Now it comes to me that I must speak in praise of them, for a few evenings ago I accompanied Mr. Arthur Goodwin on a run down into Surrey in order that I might have demonstrated to me the efficacy of C.A.V. electric-lighting. I have, in this instance, set comparison in the world in testimony to their efficacy, for so soon that I will explain presently. Leaving London just at the shades of evening began to fall, we got well clear of town before there was any need to switch on the current to the phosphorescent tubes of



for me on an evening, just when it is getting warm enough to make night motoring pleasant, but before the long light evenings come, and it seems to me that every time I go out with him, the range of the light has increased. Certainly I have never been behind lights that give so much illumination as which inspire me with such a sense of security—these are simply magnificent. But what pleased me even more than the power of the lights was the comfortable manner in which they were used. Did we meet another car in a hazy vehicle with a cyclist, not went the powerful head-lights and we drove to the light of the side-lamps until they had passed, when a touch of the handle-lamp switch once more showed the road ahead with brilliant light. And incidentally our route took us to Farnham, which is best by Farnham, and at which there is one of the best hotels I have ever had the good fortune to find. In these days, when we talk and write of the "hotel problem," it is worth while making a note of it when one comes across a really good hostelry such as that at Farnham Place.

**A Tablet**  
**Brochure**

There is no dearth of the "Invincible" offered, adding from grace by reason of those responsible for its fortunes, taking to make the best in its performance. Looking back along the years during which I have had an intimate



ROUGH GOING IN NORTH AMERICA: A WHITE FORDER, ON A 1500-MILE WINTER TRIP FROM WINNIPEG TO PINEBURST, NORTH CAROLINA.

The trip took sixteen days, an average of about ten miles a day, though heavy snow and rough going.

#### ANCIENT AND MODERN: A GAMBLER "THURTY" AT CHRISTOPHER MALL.

Conservative Mr. was later in 1914 from bridge by night. It is now a car, but in a good state of preservation. It stands on the top of a hill, within two miles of the old Roman "Fort Wall," and is believed to be the only relic of the shape in existence. The car is the descendant of a "Duchess" (1897).

Automotive history. Every inch of every bar, every blade of metal by the mill, was fitted to be as though darkness had never been, and though we could play at it as a safe, steady, steady, steady, my driver was a modern and cautious person who has long since passed the days when he appeared in harness up to "rough roads." It would be a safe car to drive at any speed permitted in daylight. More so, in fact, for when driving by night behind lights such as these C.A.V.s, there is the additional safety of other traffic being able to know of one's approach literally for miles before the actual meeting. It seems to me that these lights get more powerful, more efficient every year, for it has become something of a habit for Mr. Goodwin to call



ROUGH GOING AND SUMMER CONDITIONS IN NEW ZEALAND: A CLEMENT TALBOT CAR DESCENDING MOUNT MESSENGER AMID LUXURIOUS FOLIAGE.

The photograph presents a noteworthy contrast as regards weather conditions with that facing it on this page.

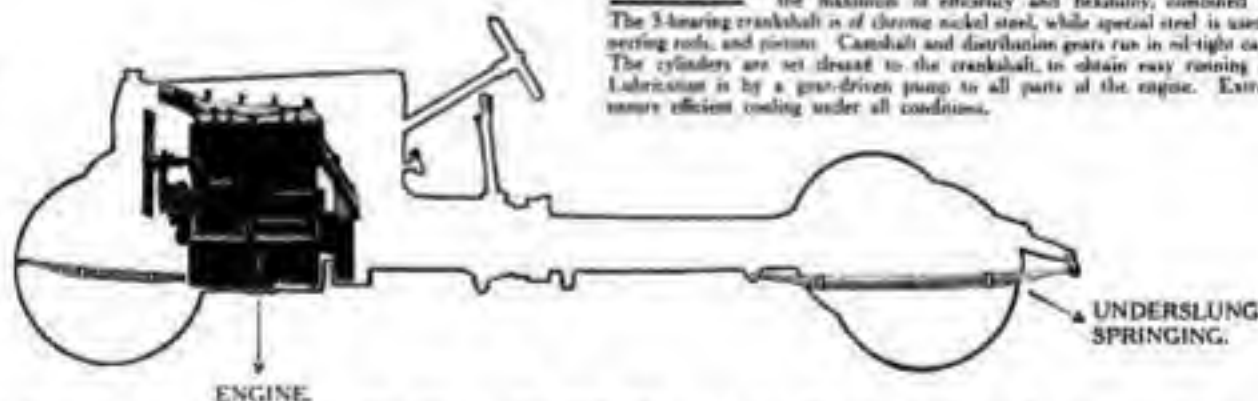
the ten-inch projectors, but when the need for light came it was there right enough—the whole road for the best part of half a mile ahead was bathed in brilliancy like that of a

mile before the actual meeting. It seems to me that these lights get more powerful, more efficient every year, for it has become something of a habit for Mr. Goodwin to call

interested in automobilism, I can remember more than one car, famous in its day, which was allowed to drop out of the running because those behind it made the mistake of

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**20 H.P.**  
(90 x 160 mm.)



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# THE ILLUSTRATED LONDON NEWS

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THE GUN-RUNNING BY THE ULSTER VOLUNTEER FORCE: LOADING ARMS INTO A MOTOR TOURIST-CAR AT DONAGHADEE.

During the night of Friday, April 24, and the early hours of the Saturday morning, the Ulster Volunteer Force landed some 35,000 rifles and 1,000,000 rounds of ammunition from a steamer disguised as the "Mountjoy," said to have been the "Fanny." The weapons were taken ashore at Larne, Bangor, and Donaghadee, and from thence distributed in various parts of Ulster. Referring to the matter in the House, Mr. Asquith said: "In view of this grave and unprecedented outrage, the House may be assured that his Majesty's Government will take without delay appropriate steps."

to vindicate the authority of the law and to protect officers and servants of the King and his Majesty's subjects in the exercise of their duties and in the enjoyment of their legal rights." It may be noted that the motor-car used at the moment illustrated is run between Donaghadee and Bangor in the summer time for the benefit of tourists. Donaghadee is five miles east-south-east of Bangor, and is the terminus of a branch from the Belfast and County Down Railway. Bangor is on the south shore of Belfast Lough. Larne is on Lough Larne, a few miles north of Belfast Lough.









BY G. K. CHESTERTON.

THERE is a peculiar class of public men who are perpetually writing in symposiums (I decline to say symposia) in the magazines. With some honourable exceptions, their chief peculiarity seems to be not knowing anything about anything. They know nothing about loving or marrying or minding children, or fighting or praying, or drinking, and to hear them talk one would think these customs had never prevailed among men. But the strangest thing of all is that they know nothing about quarrelling. They do not seem to remember how a quarrel generally comes about, how it takes two to make a quarrel, and why they both join in making it; why they cannot agree to differ and why they unite to disagree. I will take two instances from two different departments of modern life which exactly illustrate their strange error.

One symposium was about the chances of happiness in marriage, and several distinguished people defended the *marriage de convenance* on the ground that the two people would be of the same social world and would probably have the same tastes. They deduced from this that they would not be likely to quarrel. Now where do these people keep their eyes? Have they ever played golf? And do they think it impossible that golfers could ever quarrel over golf? Have they ever played whist? And is it their impression that all old ladies who love whist also love one another? Have they ever seen a horse—or a horsey man? Do they imagine that all horsey men have, as an American poet says, their arms about each other's necks with the love of comrades, with the life-long love of comrades? Do they think that dog-fanciers kiss each other when they meet, with tears of recognition never dry? If they did not habitually leave their eyes with the editor, as they leave their jewels with the banker, they would rapidly discover that being of exactly the same world and having exactly the same tastes is much more likely to lead to a quarrel than to avert one. But cynics are always soft in the head.

But, indeed, these people could use their eyes on the facts of this particular question if they liked. Surely nothing is plainer from the newspaper accounts of divorces and domestic quarrels than the fact that the antagonists, whether injuring or injured, generally are of the same social set, and generally do have the same tastes. The person who thinks vaguely that a Duke and a Duchess will not quarrel because they both have strawberry-leaves might just as well say two costermongers cannot quarrel because they both sell strawberries. In the overwhelming number of divorce cases the injured husband and the co-respondent are as alike as two peas—and generally about as intelligent as two peas. The Honourable Gwendoline Goodwood becomes Mrs. Harry Hedger because he rides well; and then goes off with Captain Welsh because he rides rather better. Nothing is more notable (for anyone who uses his eyes) than the monotony of that immoral world. It is a monotony that

has almost something of the frozen splendour of consistency. The Honourable Gwendoline has not been faithful to her love; but she has been faithful to her taste. It is really remarkable how rarely in actual life a man's home is broken up by an entirely different kind of man—by a poet, or a fiddler, or a field preacher; but the similarity that creates the new connection has not in the least prevented the quarrels in the old one. If similarity of tastes could make the new connection happy, it ought to have made the old connection happy; but, as they say in Latin, one does not dispute about tastes. One can only dispute about conduct; and a man's conduct, good or bad, is peculiar to himself. People love or quarrel as individuals, not as types. The Honourable Gwendoline does not marry the abstract sportsman, and then feel a fiery craving to run away with a Mormon or a Margate nigger. She marries a sportsman whom she comes to think a bore or blackguard; and she runs away with a sportsman—whom she

Germans—if they ever did quarrel, which God avert—would quarrel because they were quite unlike each other, or thought they were quite unlike each other, then it is again my duty to tell them the simple truth. The simple truth is (I say it with stern sorrow and shame) that they have forgotten—nay, neglected—the ancient art and science of quarrelling. People do not quarrel because they don't know each other. They quarrel because they do know each other. In other words, they quarrel because they have something to quarrel about. You do not fight because you despise your enemy. You fight because you don't.

There are numberless other examples of the same blunder, but these two will suffice for illustration. The champions of the prudent marriage, or (in other words) the champions of marrying for money, have the idea that people are less likely to squabble if they both set their hearts on the same things of this world: on money, or what money can buy. But obviously

there is nothing so likely to bring about a quarrel about money as a strong agreement in liking it. In the same way, those who fear an interruption of the rather undignified sort of peace which at present prevails in the world seem to suppose that people will be less likely to collide in a military or naval sense if they understand that each other's ambitions or aspirations are very much the same. But it is precisely because they are very much the same that they may collide. Husbands and wives are rather more likely to quarrel if they have the same tastes, just as nations are rather more likely to quarrel because they have the same ambitions. The real Holy Alliance is that made on the model of the Garden of Eden, where one party is pleased at the difference and contrast of the other. I have never been upon any deputations to foreign lands, thank heaven; I always feel a suspicion that one would only see the sort of thing one sees at home—offices and officials and godes and grand dinners and "places of interest," which interest me less, I think, than anything on this earth. They are, in fact, almost the only things on this earth that do not interest me. But when I go to Germany or

France, I like to be a foreigner in Germany or France. That is the real way to avoid quarrels: to be an alien. I like to thank the French for things I cannot get at home, such as equality, and eggs with a white sauce, and able and abusive leading articles, and cheap good wine, and poor people going in and out of a church as if it belonged to them, and a certain kind of onion the name of which I forget. I like to thank the Germans for things I cannot get at home, such as warm courtesy among males, beaming faces, triumphal arches over private houses for private birthdays, real dark lager-beer in pots which they fill up again and again unless you positively and passionately slam down the lid, and the easy singing of sad and noble songs. But if you tell me to have Solidarity with them—well, I shall do my best to burst up the whole show, though all three countries perish.

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THE GUN-RUNNING IN ULSTER: THE QUAY AT LARNE WHERE 200 TONS OF RIFLES AND AMMUNITION WERE LANDED.

On the night of Friday, April 24, a steamer bearing the temporary name of the "Mauritius," but believed by some to be the mysterious "Fanny," entered the harbor of Larne on the Ulster coast, with a cargo of some 35,000 rifles and 1,000,000 rounds of ammunition. Larne, which is about twenty-five miles from Belfast, was in the hands of a strong force of Ulster Volunteers, who had cut off all means of communication with it from outside, by road, railway, or telegraph. A garrison of 1,500 Volunteers surrounded the town. All through the night the work of unloading the cargo went on, and a fleet of six hundred motor-boats distributed consignments to various places in Ulster. Over 200 tons of rifles and ammunition were thus sent out from Larne, and the remainder were conveyed by small steamers to Donaghadee and Bangor, to be thence distributed in a similar way. The whole scheme was very carefully organized and carried out.

thinks a sportsman. Generally she is wrong both times. She would have had fewer quarrels and more happiness if she had married somebody entirely different, like the Margate nigger.

And now let me take a case from a completely different department, but which peculiarly illustrates precisely the same error. The admirable people who are always talking about Peace (I am by no means sure that talking about it is the best way to get it) are always organising visits between one nation and another, sending English Labour Members to Germany, or German Socialists to England, and then boasting of how greatly they were impressed or how hospitably they were received. Of course, any intelligent man is impressed by a great civilised nation. Of course, any endurable man is hospitably received by a great civilised nation. But if they imagine English and



# THE REMARKABLE GUN-RUNNING BY THE ULSTER VOLUNTEERS

DRAWN BY S. BEGG FROM A SKETCH SUPPLIED BY A MEMBER OF THE ULSTER VOLUNTEER FORCE.



## ULSTER ARMING ITSELF DESPITE THE GOVERNMENT: THE ULSTER VOLUNTEER FORCE BAYONETS, AND CARTRIDGES, AND DISPATCHING THE WEAPONS

Larne, some twenty miles from Belfast, on the Irish Sea, and north of Belfast Lough, provided the chief scene for the remarkable gun-running of the Ulster Volunteer Force who, under the leadership of Sir Edward Carson, are vigorously opposing Home Rule as far as Ulster is concerned. It was evident that something very unusual was in the air for some hours before the coup took place; but only the chiefs of the Volunteers knew the nature of the work to be done to its extent. The local Ulster Volunteer Force was mobilised somewhat before eight o'clock on the Friday night and strengthened by detachments from outlying districts. Sentries were placed at the principal roads giving communication to the town, in order to prevent anyone communicating with the authorities. Then began a procession of motor-cars and motor-buses whose drivers, showing permits, passed the pickets and went to the harbour. At nine some 200 of the Volunteers took possession of the landing-stage, round which they formed a cordon. Almost immediately, some 200 motor-cars arrived, and a steamer bearing the arms



# LANDING ARMS AND AMMUNITION FOR ANTI-HOME RULERS.

BY COURTESY OF THE "BELFAST TELEGRAPH."



POSSESSION OF LARNE HARBOUR UNLOADING THE "MOUNTJOY'S" CARGO OF RIFLES, MOTOR-VEHICLES TO THE VARIOUS ANTI-HOME-RULE DISTRICTS.

"Mountjoy" came up the bay and was moored beside the berth generally occupied by the Larne and Stranraer Mail Boats. The ship was boarded at once by Volunteers, who discharged her cargo, landing cases containing some 30,000 rifles and bayonets and about 40 tons of ammunition in a few hours. As each motor-vehicle was loaded, it went off escorted by members of the Despatch Riders Corps of the Ulster Volunteer Force. The identity of the ship was disguised; she bore the name "Mountjoy," but it was understood that she was the "Fanny." During the night two smaller ships came alongside the "Mountjoy" and were loaded with thousands of rifles and a quantity of ammunition. In our drawing, the cars proceeding from the foreground towards the ship are on their way to be loaded; the cars coming in the other direction are returning loaded. In the foreground are an officer and men of the Ulster Volunteer Force cordon across the road leading to the quay. A guard of Volunteers is in front of the sheds; on the quay (to the right) are Volunteers ready to relieve those unloading the "Mountjoy."



# ARMING THE ULSTER VOLUNTEERS: GUN-RUNNING

FACSIMILE SKETCHES 1 AND 3 BY CAREY AND THOMPSON, BELFAST; NO.



AT THE CHIEF CENTRE OF THE GUN-RUNNING OPERATIONS BY THE ULSTER VOLUNTEER FORCE; THE SCENE AT LARNE WHILE THE GUNS AND AMMUNITION



HOW THE RIFLES AND AMMUNITION WERE CONVEYED FROM THE SHIP TO THE INTERIOR OF ULSTER: CARS WITH BALES OF THE ARMS  
LEAVING BANGOR HARBOUR—A VIEW FROM THE END OF MAIN STREET.

As we have already had occasion to note, Larne was the chief scene of the gun-running operations of the Ulster Volunteer Force, and it was to the harbour of that town that the "Mountjoy" came, that her cargo might be unloaded for distribution in Ulster and a part of it transferred to two smaller vessels, which landed their cargoes on the County Down coast. At the time of the landing of the guns at Larne, there was also very great activity at Bangor and at Donaghadee. At Bangor, for instance, several thousand Ulster Volunteers from the district arrived early on the Friday night, and many motor-vehicles were driven in. As at Larne, cordons were placed on the communicating roads, and a special guard was set



# SCENES AT LARNE, ON THE ROAD, AND AT BANGOR.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY CAREY AND DOUGLAS, BELFAST.



WERE BEING UNLOADED FROM THE "MOUNTJOY" AND CARS FOR CARRYING THEM WERE ARRIVING BY THE SCORE—IN THE FOREGROUND, ISLAND MAGEE.



THE GUN-RUNNERS ON THE ROAD: MOTORS EMPLOYED IN THE CARRYING OF THE ARMS FOR THE ULSTER VOLUNTEER FORCE PASSING A U.V.F. "PICKET" AND ESCORTED BY A MOTOR-CYCLIST OF THE DESPATCH RIDERS' CORPS.

round the coastguard station while other Volunteers paraded the chief streets at a distance from the quay to divert the attention of the police. The cargo of the ship which arrived at Bangor consisted of some 8000 rifles and a large quantity of ammunition, and the weapons were dispatched to their destination by motor-car. Similar proceedings took place at Donaghadee, except that in that case the coastguards and police were allowed to look on, no doubt because they were too few to intervene. About 70 tons of rifles and cartridges were unloaded. The Volunteers there were called out after midnight, and were reinforced from Newtownards, Comber, and Ballywalter.





THE LATE BARON FEJERVARY.  
Baron Fejervary, who died recently in Vienna at the age of eighty, was an old friend of the Emperor Francis Joseph. He began his career as a soldier, fought at Solferino, and organised the Hungarian Defence Army. From January 1903 to February 1906—a stormy period—he was Premier of Hungary.

#### PORTRAITS AND PERSONAL NOTES.

**AFTER** receiving his passports, Mr. O'Shaughnessy, the American Minister in Mexico City, decided at first not to leave. His wife, it is reported, even attended the wedding of President Huerta's son on April 23. Eventually they left the city, and reached Vera Cruz, by train, on April 24.

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Mr. Philippe Marty, who met with a fatal accident while flying at Hendon a few days ago, had just attained his twenty-first birthday. He became an airman early in 1912, and lately had become noted for "looping the loop" and other daring evolutions.

It is understood that the Ulster gun-running exploit was organised and controlled by Captain Craig. He was afterwards reported to have said: "I am always ready for arrest, if they want to take me. The Ulster organisation is now perfect and complete, and if both Sir Edward Carson and I are arrested it will make no difference."



CAPTAIN JAMES CRAIG, M.P.  
Said to have been the Organizer and Controller of the Ulster Gun-Running Exploit.

displayed advertisement. By its means he raised a firm of old standing to the front rank of great up-to-date businesses. The house of Pears was founded in 1789. Mr. Barratt became a partner in 1865, when he was only twenty-four, and in inaugurated a vast campaign of publicity, raising the firm's expenditure on advertising by degrees from £80 to over £100,000 a year. His most famous advertisement was, of course, the poster of Sir John Millais's picture, "Bubbles," which he bought for £2200 from Sir William Ingram, who had originally bought it for this paper. Mr. Barratt afterwards commissioned many pictures by leading modern artists for similar purposes, and he also fully realised the commercial advantages of attractive advertisements in the illustrated papers.



ABBOT FRANCIS AIDAN GASQUET.  
President of the English Benedictines, who is to be made a Cardinal.

Mr. Thomas Barratt was not only the moving spirit of the famous soap-making firm of Messrs. A. and F. Pears; he was practically the inventor of the modern system of pictorial and displayed advertisement.

By its means he raised a firm of old standing to the front rank of great up-to-date businesses. The house of Pears was founded in 1789. Mr. Barratt became a partner in 1865, when he was only twenty-four, and in inaugurated a vast campaign of publicity, raising the firm's expenditure on advertising by degrees from £80 to over £100,000 a year. His most famous advertisement was, of course, the poster of Sir John Millais's picture, "Bubbles," which he bought for £2200 from Sir William Ingram, who had originally bought it for this paper. Mr. Barratt afterwards commissioned many pictures by leading modern artists for similar purposes, and he also fully realised the commercial advantages of attractive advertisements in the illustrated papers.

Mr. Barratt was Deputy-Lieutenant of the City, Carpenter and



MR. O'SHAUGHNESSY.  
The United States Minister in Mexico City, who recently received his passports and went to Vera Cruz.



THE LATE SIR GEORGE DOUGHTY.  
M.P. for Grimsby and Immingham as "the Demagogue of Tariff Reform."



THE LATE MR. PHILIPPE MARTY.  
The young Airman who was recently killed by a fall at Hendon.



THE FOUNDER OF PICTORIAL ADVERTISING: THE LATE MR. THOMAS J. BARRATT, CHAIRMAN AND MANAGING-DIRECTOR OF MESSRS. A. AND F. PEARS.



THE LATE MR. WILLIAM GREET.  
The Lesser and Manager of the Lyric Theatre.



THE LATE MR. DANCKWERTS, K.C.  
A famous Barrister, and an old friend and fellow-pupil of Mr. Asquith.

Master of the Barbers' Company, and Fellow of the Microscopical and Statistical Societies.

Among the thirteen new Cardinals to be created at the Consistory to be held at the Vatican this month are Abbot Gasquet, President of the English Benedictines, and Monsignor Bégin, Roman Catholic Archbishop of Quebec. Abbot Gasquet is regarded as one of the greatest authorities on the early religious history of England, and is President of the International Commission for the revision of the Vulgate.

Mr. William Greet, who died a few days ago at Bournemouth, had been connected with the Lyric Theatre for twenty years. He was the son of Captain William Greet, R.N., and elder brother of Mr. Ben

Greet, the well-known actor-manager. At one time he was an officer in the Marines.

Sir George Doughty, who died suddenly at his home, Waltham Hall, Grimsby, on April 27, began life as a joiner. Later, he became a Methodist preacher and owner of a fleet of fishing-vessels at Grimsby. Then he turned his great natural gift for popular oratory to political purposes, and, as a Liberal, was first elected M.P. for Grimsby in 1895. In 1898 he resigned, and was re-elected as a Unionist. In January 1910 he was defeated, but regained the seat in the December election of that year. He was knighted in 1904.

Sir Lionel Carden has earned the gratitude of Americans in Mexico by his good offices in securing protection for refugees leaving Mexico City for the coast. He was recently appointed British Minister to Brazil. When he leaves for Rio de Janeiro, he will be succeeded in Mexico by Mr. C. M. Marling, whose portrait we gave in our last issue.

Only three days after taking up the duties of his appointment as Senior Naval Officer in Ireland, Vice-Admiral Robert Stokes died suddenly at Admiralty House, Queenstown.

Since 1910 he had been Superintendent of Devonport Dockyard. In 1907-8 he was Commodore at Hong Kong. He served as Lieutenant in Egypt in 1882.

Mr. Asquith has lost an old friend by the death of Mr. William Danckwerts, the famous King's Counsel. He was a fellow-pupil of the Prime Minister in 1875 in the chambers of Mr. Charles Bowen, who was then "devilling" to the Attorney-General, and later became a Lord of Appeal. Mr. Danckwerts was called to the Bar in 1878, and some twelve years later became Junior Counsel to the Commissioners of Inland Revenue. After taking silk in 1900 he obtained a very large practice.

Sir Nevil Macready, who was recently appointed General Officer Commanding the Belfast District, has been for the last four years Director of Personal Services at the War Office. As a Lieutenant in the Gordon Highlanders, he served in Egypt in 1882. As Major, and afterwards Lieutenant-Colonel, he fought in South Africa; and after the war remained in Cape Colony, holding high commands, until 1906. Later, he commanded the Infantry Brigade. He has had experience of dealing with one form of "civil commotion." In 1911 he was in command at Cardiff during the strike riots at Tonypandy, and received the thanks of the Government for his handling of a dangerous situation.



GENERAL SIR NEVIL MACREADY.  
Who has been appointed General Officer Commanding the Belfast District.



## THE TERRIBLE SEALING DISASTER: RESCUE-WORK ON THE ICE-FLOES.

Photographs by Weston.



AFTER THE GREATEST DISASTER WHICH HAS BEFALLEN THE NEWFOUNDLAND SEALING FLEET SINCE 1898:  
BRINGING IN THE "NEWFOUNDLAND" DEAD OVER THE ICE-FLOES.



THE VESSEL WHICH WAS NINE HOURS RAMMING HER WAY THROUGH FOUR MILES OF ICE TO REACH THE SCENE OF THE DISASTER:  
FREEING THE "BELLAVENTURE" WHEN SHE JAMMED IN THE ICE-FLOES.

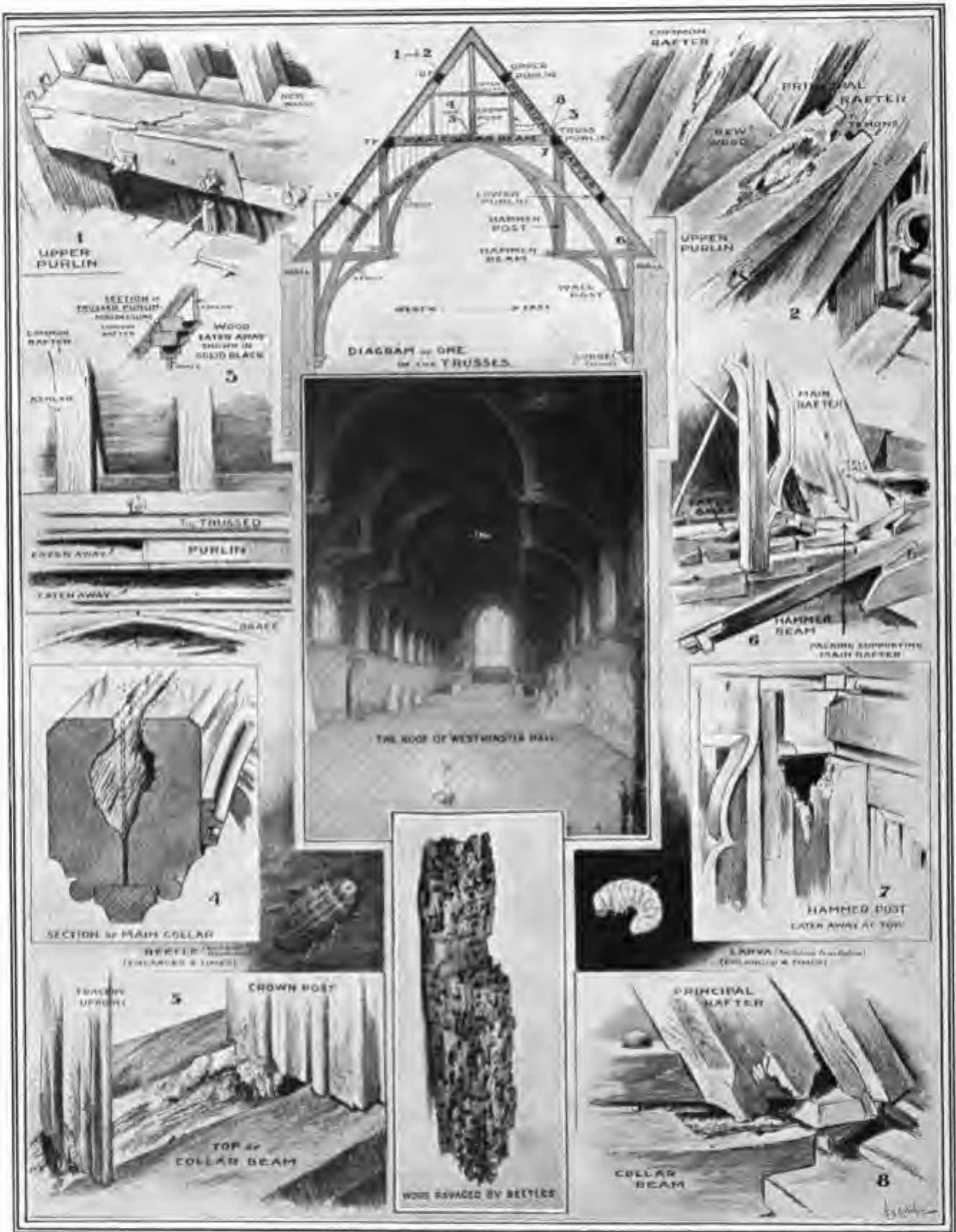
Our readers will recall that a terrible disaster to the Newfoundland sealing fleet took place early in April, and that many lives were lost, either by shipwreck or, in the case of the "Newfoundland," by the fact that over a hundred men of the vessel were caught in a blizzard while out after seals on ice-floes three or four miles from the ship. Soon after the first news came, the captain of the "Bellaventure" telegraphed: "I have on board 34 survivors, five being serious cases. I have also aboard 58 dead." Later, he telegraphed: "I have just reached the steamer 'Newfoundland,' and have checked the figures by her roster, and find she had 180 total

crew. Of these 112 are safe, but 25 are on sick list. Total dead is 77, of which 69 bodies have been recovered, the remaining eight being lost amid the floes." The "Bellaventure" was nine hours ramming her way through four miles of ice to reach the scene of the disaster. Our correspondent writes: "The pictures, actually taken during the voyage, illustrate the dangers of the voyage and of the rescue of the miners. The total loss of life this year has been nearly 260 men out of a total population of 243,000." The disaster is the greatest that has befallen the Newfoundland fleet since 1898, when forty-eight men were lost at the seal factory.



# RICHARD II. WORK DAMAGED BY BEETLES: FAMOUS OLD CARPENTRY.

SKETCHES BY W. R. ROSSIGNOL; PHOTOGRAPH OF THE HALL BY KING.



## CALLING FOR THE EXPENDITURE OF FROM £60,000 TO £80,000: THE FAMOUS HAMMERBEAM ROOF OF WESTMINSTER HALL—DETAILS OF THE RAVAGES AND OF WORKMANSHIP.

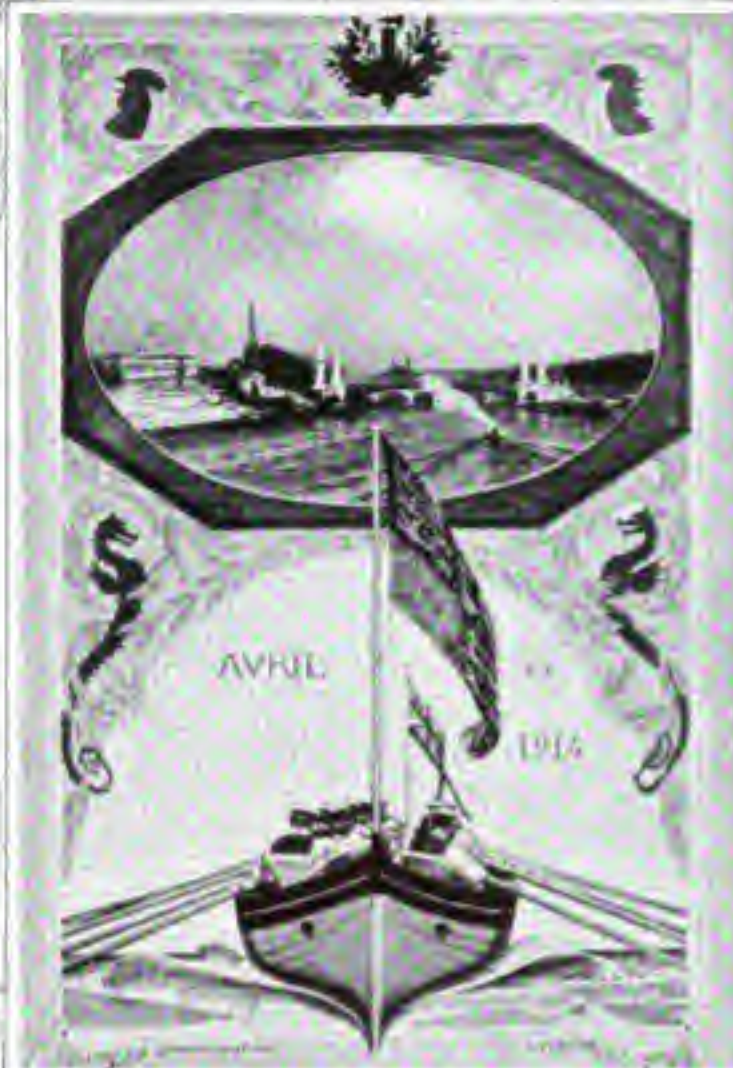
The famous hammerbeam roof of Westminster Hall is in considerable need of repair. For some eighteen months, indeed, Mr. P. Baines, Chief Architect of the Office of Works, has been engaged in making a minute examination, and it has been decided to undertake restoration which will call for some three years' work. The mischief is due partly to dry rot, but chiefly to the disastrous industry of the larvae of the beetle *Xestobium Tesselatum*. It is proposed to provide for the supports of the roof a

steel skeleton, which will follow the original design and be concealed by the timber and the original ornamental work; to remove the clumsy oak patching of comparatively recent years; and to fill in decayed cavities in the existing old wood. His investigations have deeply impressed Mr. Baines with the engineering knowledge of the builders who set up the roof. In this year's vote for the Office of Works £10,000 is allotted to the work. The numbers on the drawings refer to those on the diagram of one of the trusses.



# ENTENTE SYMBOLS AND THEIR USES: THE BOULEVARDS AND AUTEUIL.

ENGRAVING OF THE MENU CARD BY SEVEN; ENGRAVING BY E. SARRATIN; PHOTOGRAPH BY DELUS.



1. THE GALLIC COCK AND THE SEA-HORSE: THE MENU CARD FOR THE DINNER AT THE MINISTRY OF FOREIGN AFFAIRS.

3. A BOULEVARD SCENE: MIDINETTES WEARING AND CARRYING SMALL BRITISH FLAGS PASSING AN ENGLISH CLERGYMAN.

Paris was full of Union Jacks and other British emblems—symbols of the Entente Cordiale—during the visit of the King and Queen. The menu card for the banquet at the Elysée on April 21 was designed by M. A. F. Gorguet; that for the banquet at the Ministry of Foreign Affairs on the 23rd was the work of M. O. Guillonnet. The midinettes of Paris were particularly noticeable for their enthusiasm in supporting the

2. THE UNION JACK AND THE TRICOLOUR COMBINED: THE MENU CARD FOR THE BANQUET AT THE ELYSÉE.

4. THE ROYAL GUESTS AT AUTEUIL: (FROM LEFT TO RIGHT IN THE CENTRAL GROUP) PRESIDENT POINCARÉ, THE QUEEN, THE KING, AND MME. POINCARÉ.

Entente. On one occasion a group of them gathered at a point where their Majesties were to drive past, and threw bunches of flowers into the carriage in which the Queen was, crying "Vive la Reine! Vive la gracieuse Reine!" At the steeplechase meeting at Auteuil on April 23 the royal visitors received the heartiest of welcomes from the crowd, and also during their progress to and from the course.



## RETURNED TO FRANCE BY THE KING: GIFTS FROM WINDSOR TO PARIS.

Presented by the illustrated GALT BY D'ARCONVILLE.



1. THE RE-ESTABLISHMENT OF MILITARY DISCIPLINE.

2. THE PYRAMID SET UP IN ROME: THEN PULLED DOWN (1664-1681).

3. THE SUBMISSION OF GENOA (1604).

4. THE TAKING OF VALENCIENNES (1677).—

5. THE PEACE OF ST. GERMAINS (1679).

During his "Entente Cordiale" visit to Paris, King George performed a graceful act by presenting to France the bronze medallions here illustrated. These works formed, originally, part of the decoration of the pedestal of the statue of Louis XIV. in the Place des Victoires, and have been attributed, erroneously, to Desjardins. In point of fact, they were designed by Pierre Mignard and executed by Jean Arnaud and Pierre Le Nôtre. The history of their wanderings is somewhat obscure, but it seems that

the bas-reliefs were once in King George the Third's cottage in Kew Gardens, and that in Queen Victoria's day they were taken to Windsor and set in a Gothic framing. The story runs that when M. Paul Cambon, as French Ambassador, presented his credentials to Queen Victoria, her Majesty drew his attention to the works and asked him if he knew anything about their origin. M. Cambon's inquiries showed that they came, as we have said, from the decoration of the pedestal of a statue of Louis XIV.



## MONSTERS OF THE BACKYARD.—V.: BEE; AND BALD-FACED HORNET.

From "A BOOK OF MONSTERS," BY DAVID FAIRCHILD (SHORTLY TO BE PUBLISHED). COPYRIGHTED BY THE NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON. PHOTOGRAPHS BY DAVID FAIRCHILD.



SHOWING THE POISONED STING: A SOLITARY LEAF-CUTTING BEE—SIDE VIEW



A CREATURE WHICH SETS MEN RUNNING: THE BALD-FACED HORNET.

We continue our series of photographs of Monsters of the Backyard. The following is from Mr. David Fairchild's notes on his remarkable photographic magnifications: "The sting or 'stinger' of a bee is indeed a most wonderful piece of mechanism. At the base, inside the body of the bee, lie bars or levers, operated by muscles, which push the darts out and draw them in. The poison-sac lies just behind this mechanism, and pours the poison into a set of cup-like valves, from which it escapes into the wound along longitudinal grooves in the sting like grease along the piston of an engine.

The sting itself is not, then, hollow, like the spider's poison fang."—"There is no wild creature in the northern United States that a man will run away from so fast as from a bald-faced hornet. At the tip of her flexible armour-plated abdomen is the poison-fed stiletto with which she paralyzes her prey or drives off enemies from the nest. . . . From her forehead hang ringed antennae, which doubtless are the organs with which she scents the presence of her prey, and they may also help her find her way about."



# THE KING'S FIRST CUP FINAL: THE GREAT ASSOCIATION EVENT

PHOTOGRAPHS BY ALFRED, L.N.A., AND C.N.



DISCIPLES OF ST. SIMON STYLITES: LIVING "STATUES" WATCHING THE FOOTBALL ASSOCIATION CUP FINAL.



SEEING MORE OF THE CROWD THAN OF THE GAME: SOLDIERS SEATED ON POSTS.



WINNERS OF THE CHIEF TROPHY OF ASSOCIATION FOOTBALL FOR THE FIRST TIME: THE BURNLEY TEAM.



SOME OF THE 100,000 SPECTATORS: A SECTION OF THE VAST CROWD AT THE CRYSTAL PALACE.



THE DECISIVE MOMENT: FREEMAN, THE BURNLEY CENTRE FORWARD, SCORES THE ONLY GOAL OF THE MATCH.



WEARING THE RED ROSE OF LANCASTER IN HIS BUTTON-HOLE: THE KING AT THE CUP FINAL.

The final of the Football Association Cup, played at the Crystal Palace on April 25 between the Burnley and Liverpool teams, was rendered memorable by the presence of the King, who had never before attended the chief event of the Association game. There were some 100,000 people present, many, of course, hailing from Lancashire, and they gave his Majesty a great ovation. Before the match the teams lined up

before him, and the two captains, Boyle and Ferguson, were presented. At the end he handed the Cup to Boyle, the Burnley captain, and medals to the rest of the team. Burnley won by one goal to nil. The goal was kicked in the second half of the match by Freeman, the centre forward. Liverpool were playing without Lowe, their regular captain.



# AS IT IS OFTEN ON BUDGET NIGHT: "SCENE IN THE HOUSE."

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



**RULES DEFIED BY THOSE WHOSE BUSINESS IT IS TO TELL THE NATION OF THE DOINGS OF ITS REPRESENTATIVES: MEMBERS OF THE PRESS GALLERY STRAINING TO DO THEIR WORK DURING A TIME OF EXCITEMENT IN THE HOUSE.**

Concerning this illustration, Mr. Begg writes: "Although it is against the rules for members of the Press Gallery to stand up or lean over in such a way as to be conspicuous to those below, when anything really dramatic happens the journalistic instinct, of course, asserts itself, and an upward movement of those in the back seats is distinctly perceptible." As to the Gallery itself, he quotes Messrs. Arnold Wright and Philip Smith's "Parliament: Past and Present": "It is a Press world in itself,

and one which has its own treasured traditions and its peculiar customs and usages. Amongst the names inscribed upon its roll are those of men who have won high distinction in many and varied walks of life. Dickens was an old Gallery hand. Eminent authors and politicians, like Mr. Justin McCarthy, have had their early training there. It has been the cradle of the reputations of men of the law not less renowned than Sir Edward Clarke and the late Lord Chief Justice (Lord Russell of Killowen)."



## SELF-JUDGED SUFFICIENT TO DEAL WITH GENERAL HUERTA!

PHOTOGRAPHS BY HAIN, UNDERWOOD AND LAMBERT, LONDON. LAMBERT'S SERVICE, LTD.



1. TROOPS OF GENERAL HUERTA, WITH WHOM GENERALS CARRANZA AND VILLA WISH TO DEAL WITHOUT THE AID OF THE UNITED STATES: FEDERALS MARCHING AGAINST REBELS.
2. OF THE FORCE GENERALS CARRANZA AND VILLA DEEM SUFFICIENT TO DEAL WITH GENERAL HUERTA: GUNS AND FIGHTING-MEN OF THE REBEL, OR CONSTITUTIONALIST, ARMY.
3. ADVANCING: FEDERAL CAVALRY WITH ARTILLERY.

Despite the declaration made by President Wilson that the United States' action at Vera Cruz and Tampico was not war, and was not directed against the Mexican people but against General Huerta, it was soon evident that Mexicans as a body did not see the move in the same light. Further, Generals Carranza and Villa, First Chief and a very important leader of the rebel, or Constitutional, army, have affirmed that their forces

4. UNITS OF THE FORCE GENERAL HUERTA OPPOSES TO THE UNITED STATES, ALTHOUGH AMERICA DECLARES THERE IS NO WAR: ARTILLERY OF THE FEDERAL ARMY.
5. AWAITING THE ENEMY: CONSTITUTIONALISTS IN THE TRENCHES.
6. TROOPS OF GENERAL HUERTA IN ACTION AGAINST THE CONSTITUTIONALISTS: FEDERAL ARTILLERY.

are quite sufficient to deal with General Huerta without aid from the United States. General Carranza has said: "The illegal acts committed by the usurper Huerta and his partisans . . . shall be tried with inflexibility and promptness by the tribunal of the Constitutional Government"; while General Villa has asked why the United States should bother about a man like Huerta at all.



## PROTESTANT AGAINST THE UNITED STATES IN MEXICO—AND HUERTA.

PHOTOGRAPH BY HARRIS AND EMMET.



"YOUR FORCES AT VERA CRUZ ARE A VIOLATION OF OUR RIGHTS": GENERAL CARRANZA, "GOVERNOR OF COAHUILA AND FIRST CHIEF OF THE ARMY."

The rebellion of General Carranza against the provisional Presidency of General Huerta began in February of last year, after the enforced resignation of Madero, followed by the removal of himself and his Vice-President. Carranza was Governor of the State of Coahuila; and, as such, he sent a remarkable message to the United States the other day, saying: "General Huerta is a culprit amenable to the Constitutionalist Government, which represents national sovereignty. The illegal acts committed by the usurper Huerta and his partisans, and those which they may yet perpetrate, be

they international or domestic, shall be tried with inflexibility and promptness by the tribunals of the Constitutionalist Government. The invasion of our territory and the permanency of your forces at Vera Cruz are a violation of our rights of independence and sovereignty, and will drag us into an unequal war which, until to-day, we have desired to avoid." A "Times" correspondent wrote of him a while ago: "Whatever excuses may be laid to the charge of his subordinates, there is no uncertainty in my mind as to the sincerity or the personal honour of the General himself."



# WHERE THE UNITED STATES ALWAYS FACE MEXICO: FRONTIER SCENES.

AFTER PHOTOGRAPHS BY NORTON AND GUYARD.



1. KEEPING THE PEACE DURING THE PRESENT CIVIL WAR IN MEXICO: UNITED STATES TROOPS CHASING TWO MEN ATTEMPTING TO CROSS THE FRONTIER FROM MEXICO.

So soon as it became known that the United States had decided to take action at Vera Cruz and at Tampico, the question of possible fighting on the United States-Mexico frontier became of great importance; and it was pointed out that in New Mexico, Texas, and Arizona Americans regard Carranza and Villa just about as sympathetically as cats regard mice, that Dr. Wilson's detestation of Huerta and his supporters is as nothing

2. WHERE THE UNITED STATES FACE MEXICO: MEN OF A UNITED STATES PICKET (FOREGROUND) ON THE FRONTIER, AND, ACROSS THE FRONTIER, A MOUNTED MAN OF A REBEL MEXICAN PICKET.

to the hatred of these border citizens for the "Constitutionalist" chiefs. The necessity for watchfulness on the frontier has been made evident times without number during that Civil War between the Mexican Federals and Constitutionalists, a struggle which is now somewhat overshadowed by the greater question of the United States and Mexico. The photographs here given illustrate this phase.



# NOT MAKERS OF "WAR" AGAINST MEXICO: THE UNITED STATES CABINET.

PHOTOGRAPH BY AMERICAN PHOTO ASSOCIATION.



1. THE PRESIDENT OF THE UNITED STATES AND THE SECRETARY OF STATE: DR. WOODROW WILSON (IN CAP ON THE LEFT) AND MR. WILLIAM J. BRYAN.

In our illustration of President Wilson and his Cabinet there are seen Dr. Woodrow Wilson, President of the United States; and (reading, from the President's left, right round the table), Mr. William Gibbs McAdoo, Secretary of the Treasury; Mr. James Clark McReynolds, Attorney-General; Mr. Josephus Daniels, Secretary of the Navy; Mr. David Franklin Houston, Secretary of Agriculture; Mr. William B. Wilson, Secretary of Labour; Mr. William C. Redfield, Secretary of Commerce; Mr. Franklin Knight Lane, Secretary of the Interior; Mr. Albert Sidney Burleson, Postmaster-General;

2. DECLARED TO BE ACTING AGAINST GENERAL HUERTA, BUT NOT AGAINST MEXICO AS A COUNTRY: PRESIDENT WILSON AND THE UNITED STATES CABINET.

Mr. Lindley M. Garrison, Secretary of War; and Mr. William Jennings Bryan, Secretary of State. As we have had occasion to note before, the United States Government did not have it altogether its own way when the question of armed action in Mexico came up for discussion. The House of Representatives agreed, by 337 votes to 37, that the President was justified in the employment of the armed forces of the United States to enforce commands upon Victoriano Huerta; but objection was raised in the Senate to the "individualising" of Huerta, and amendments were made and approved.



## NOT TO BE DRAGGED INTO WAR WITH THE UNITED

PHOTOGRAPH



## THE MAN WHO HAS ASKED WHY WASHINGTON WANTS TO PAY ANY ATTENTION

Soon after the outbreak of those hostilities which President Wilson persisted in affirming were not war, General Villa, the notorious leader of the forces of General Carranza, chief of the Mexican rebels, or "Constitutionalists," as they prefer to be called, caused some sensation by telling Mr. Carothers, the American Vice-Consul at Torreon, that he declined to be dragged into war with the United States by anybody. Stating this, Reuter said that Villa asked why the United States wanted to pay any attention to a man like Huerta, and remarked: "All Europe would laugh at us if we went to war with you." He added that General Carranza had not consulted him about the drafting of his note to President Wilson. At the same time a "Daily Telegraph" correspondent, drawing attention to the danger of an



## STATES! A NOTORIOUS CONSTITUTIONALIST LEADER.

BY HAIN.



### O A MAN LIKE HUERTA! GENERAL VILLA. THE MEXICAN REBEL. REVIEWING TROOPS.

outbreak on the frontier, said that in New Mexico, Texas, and Arizona, Americans regard Carranza and Villa just about as sympathetically as cats regard mice. "Dr. Wilson's detestation of Huerta and his supporters is as nothing to the hatred of these border citizens for the 'Constitutionalist' chiefs." It will be recalled that many hold Villa responsible for the death of Mr. Benton, although General Carranza's Commission affirmed that the rancher was actually shot by Major Rodolfo Fierro. To this it may be added that Francisco Villa, who is alleged to have had a career of torture and murder, is said to have been born at Las Nieves, in the State of Durango, in about the year 1868, and to be almost wholly uneducated, unable to read and scarcely able to sign his name.



# ACCORDING TO IXTILTON, MEXICAN GOD OF HEALING.

PHOTOGRAPHS REPRODUCED BY PERMISSION OF



DEITIES ASSOCIATED WITH THE ART OF HEALING.



THE SHOP OF A BARBER-SURGEON OF THE 16<sup>TH</sup> CENTURY.



THE EXTERIOR OF A LONDON APOTHECARY'S SHOP IN THE 17<sup>TH</sup> CENTURY.



MEDICINE-MEN AND THEIR HUT IN NEW GUINEA.

THE Historical Medical Museum, which is in being at 54a, Wigmore Street, and will be reopened at the end of this month, was founded last year, by Mr. Henry S. Wellcome, as an international collection, illustrating the history of medicine and the allied sciences. Contained in it are pictures, statuary, surgical instruments from all parts of the world, and various other most interesting objects connected with medicine, surgery, chemistry, pharmacy, and kindred arts. It begins with a section devoted to the medical practices of primitive man, showing, for instance, how he operated, and illustrating the methods of witch-doctors and medicine-men of many peoples. Somewhat allied to this are many charms, amulets, and talismans representing prophylactic medicine. Further, there are relics of famous men of the medical world and of the world of surgery; and there are, too, models of old laboratories and shops of old apothecaries and barber-surgeons, hospital-wards and sick-rooms of the sixteenth century, and so on; all built after unquestionable plans and pictures. It is under the

## MODERN REPRESENTATIVES OF THE COLLECTION OF JOHN DEE, AND OF OTHERS, DEALING WITH AS ILLUSTRATED AT THE

fruits; for the Tradescants were primarily gardeners and collectors of herbs. Their Museum went to Elias Ashmole, and was rearranged at Oxford, where most people have seen the unique head and foot of the dodo, the body having been destroyed in one of those periods of darkness in which all universities are liable." Continuing, Dr. Moore pointed out that in the Museum under notice the origins of medicine could be studied in two directions. In one of the halls are two figures typifying these - Ixtilton, the Mexican god of healing (his head



## AND AESCULAPIUS, SON OF A

THE WELLCOME HISTORICAL MEDICAL MUSEUM.



*THE SHOP OF A LONDON APOTHECARY OF THE 17<sup>TH</sup> CENTURY.*



*THE ROOM OF A ROMAN PHYSICIAN IN POMPEII.*

care of Mr. C. J. S. Thompson, F.R.S.M.; and from June 1 it will be opened daily to members of the medical and kindred professions, who will be admitted on the presentation of visiting-cards, and to members of the general public, who may obtain tickets on the introductions of registered medical practitioners. So it is to become a permanent London institution. As we have already said, it includes much that is of great interest. When he formally opened it, Dr. Norman Moore, said "Knowledge," a little while ago, reviewed the formation of earlier museums, all of which are relatively recent creations and usually developments from libraries. "In the reign of Elizabeth, John Dee formed one of the first, a collection of mathematical and astronomical instruments and of various curiosities in his library at Mortlake; but the first considerable museum in England was that of John Tradescant, father and son, at London. The catalogue of the Tradescantian Museum was printed in 1656, and shows that it had fifteen sections, among which were beasts, birds, reptiles, weapons, and many dried plants and

## THE HEALING OF MAN BY MAN: THE CU HISTORICAL MEDICAL MUSEUM.

covered by a grotesque mask, a necklace of the teeth of the sperm whale round his neck. highest flights of thought and powers of observation. The figure of Iatriton suggested charm observation, experiment, and reasoning. Regarding Illustration No. 8, Dr. Edward Jenner



## SCIENCE AND NATURAL HISTORY



## SCIENCE JOTTINGS.

## THE PREVENTION OF TYPHOID.

**T**YPHOID fever is one of those scourges of humanity which have hitherto resisted the measures for its abolition dictated by the modern science of hygiene, and in the Boer War was responsible for more deaths than the bullets of the enemy. This is a particularly serious thing for the State, because typhoid, unlike most other epidemics, attacks by preference the young and healthy rather than the old and infirm, and therefore removes prematurely those whom a community of eugenicists would choose for the perpetuation of the race. It is difficult to get at English statistics on the point, but Professor Henri Vincent, the Chef de Service at the Hospital of Val de Grâce, estimates the normal number of deaths from typhoid among the civil population of France at more than 5000 annually, which, at about ten per cent. of typhoid cases in civil life end fatally, would give an annual number of 50,000 cases. Can nothing be done to put an end to this suffering and its attendant dangers?

The answer of science is that it can. The pollution of drinking-water is one of the most frequent causes of typhoid epidemics, and accounts for most of the losses from them to an army in the field. Much has already been done by the State and by municipalities to remedy this, and in England danger from this source is practically negligible. The transmission of the disease by house-flies is now well established, and although comparatively few people are yet alive to the importance of checking their increase, the London County Council has already done good work by issuing notices impressing it upon the public. Not less important is the destruction of the typhoid germ itself by observing scrupulous cleanliness with regard to persons attacked by it, their nurses, and their attendants, the disinfection of all dwellings in which they may be, and the destruction of all clothing that may be contaminated by their use. But beyond and above all these lesser precautions is the immunisation of the individual by means which shall prevent him or her from being infected with the disease. The efficacy of such measures has already been proved to the hilt in the case of small-pox. Now vaccination against typhoid fever has been known among us since the year 1888. The method adopted is to inject into the patient a culture of the bacillus causing the disease, after sterilising it by heating in the manner devised by Pasteur. In 1896, this method was introduced into England by several practitioners, of whom Sir Almoth Wright is, perhaps, the best known to the general public, and has been practised with good results upon many officers and others ordered to countries where typhoid may be expected to be prevalent. Its effect is to produce in the patient a favourable attack of the complaint without any of the dangerous symptoms or the harmful sequelæ; and the effect, so far as can yet be judged, is in successful cases to give perfect immunity. Yet there are some disadvantages. The immediate effect is sometimes to induce biliary troubles, which, although not dangerous, are unpleasant; the heating has to be very carefully done, inasmuch as, if it be carried above 140 deg. Fahr., the virus becomes so attenuated as to be useless; while the antiseptics which are usually added to it are capable of giving unnecessary pain to the patient in the neighbourhood of the injection. What was wanted was some means of sterilising the injection so as to kill the bacillus

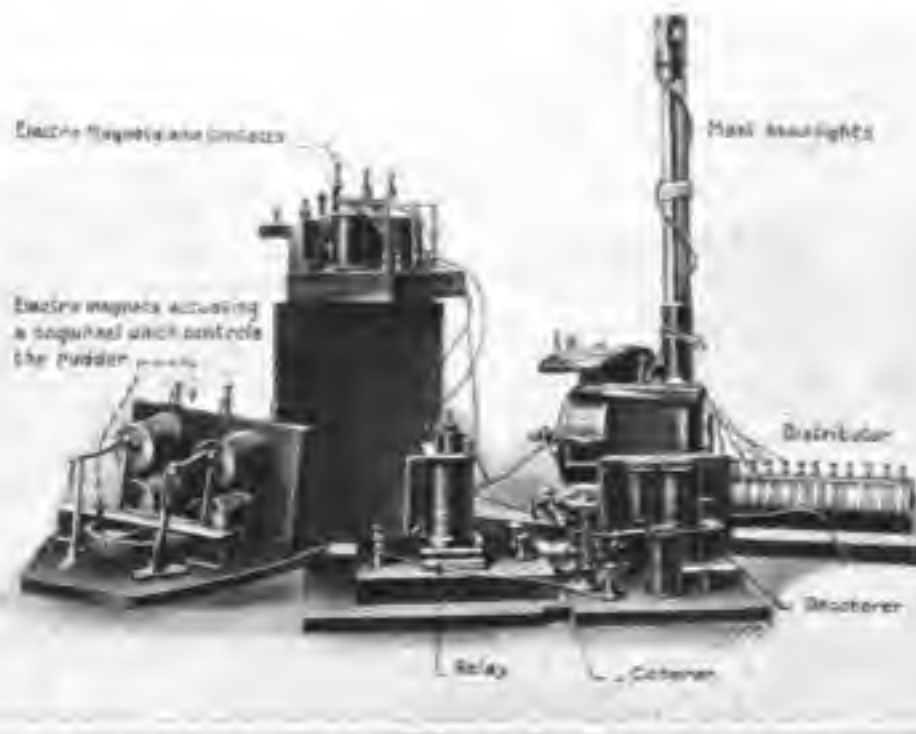
SAID TO BE WARMER THAN RIDERDOWN, AND USED FOR FILLING LIFE-JACKETS AND LIFE-BUOYS; KAPOK, A WHITE TREE-COTTON. Kapok is a white tree-cotton grown in India and Java. Its fibres are very elastic and non-absorbent of water. It is claimed for it that it is warmer than riderdown, and it has been used for filling life-jackets and life-buoys. Dutch planters cultivate it in Java. The botanical name is "Eriodendron anfractuosum."



MANOEUVERED BY "WIRELESS": A MINIATURE WAR-SHIP WHICH IS CONTROLLED BY HERTZIAN WAVES.

(See Paragraph on this Page.)

without destroying its property of immunisation. According to Professor Henri Vincent, this has now been discovered. His method, which is adopted at his



A "WAR-SHIP" MANOEUVERED BY WIRELESS: THE APPARATUS DEvised BY M. BRUNET.

(See Paragraph on this Page.)

laboratory at the Val de Grâce Hospital, whence the vaccine thus prepared is despatched all over France and her colonies, is first to choose very carefully the



culture employed, there being, as he declares, nearly as many variations of the typhus bacillus as there are of the human race. Of these he makes a mixture of the least harmful, and kills them immediately before use by an admixture of ether, which, besides having an antiseptic effect, deprives the culture of all those greasy and other substances which have been found in practice to produce local distress. The result is that there is no redness or local inflammation following the injection, and it merely induces in only one or two per cent. of the cases a slight feverish attack, which can be immediately reduced by a tabloid of antipyrine or aspirin. He declares that the slight inconvenience that follows the injection is in every case less than that which follows in the infant the first vaccination against small-pox.

The immunity given by this "polyvalent vaccine," as he has called it, is remarkable. In 1911 it was tried in the French Army in Morocco, where typhoid fever is, so to speak, endemic. Not a single soldier thus vaccinated was attacked, and in 1912 over 30,000 soldiers were thus vaccinated and remained absolutely immune. At Avignon, in the summer of the same year, an epidemic of typhoid fever broke out owing to an accidental pollution of the water-supply. Of the garrison of 2000 men, about 700 had not been vaccinated, and among these were 155 cases, of which 21 ended fatally. Among the remaining 1300 vaccinated men, not a single case occurred. This experience has since been repeated wherever the Val de Grâce vaccine has been tried, and the system has been adopted in nearly every Continental army, as well as in many centres of civil population in France. Such facts require no comment. But how long are we going to wait before following the good example of our neighbors and allies? F. L.

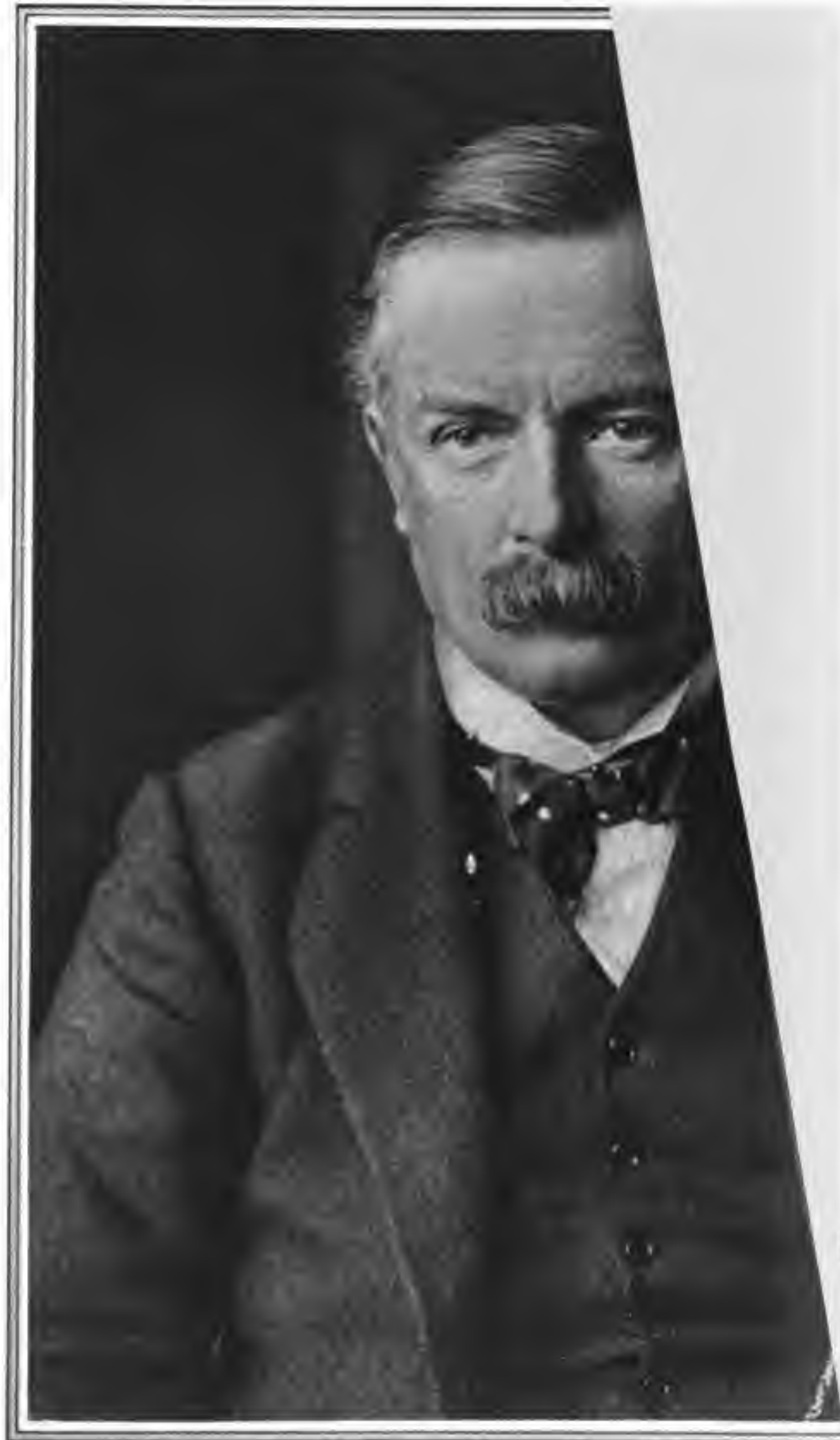
## A MODEL WAR-SHIP CONTROLLED BY WIRELESS.

**O**NE of the photographs here reproduced shows a model war-ship which may be manoeuvred by "wireless" waves transmitted from the land. A transparent foremast contains five coloured electric-lamps arranged one above the other. When the vessel takes the water, a clockwork motor revolves slowly a cylinder fitted with metal studs, which successively make electrical contact with the lamps and also the various controlling instruments inside the hull. A ten-wire aerial is suspended between the masts, and is led to a filings coherer, which, in turn, is connected to a relay, local batteries, and the apparatus. Directly the cylinder rotates, the first stud completes the circuit of red lamp 1; and the operator on shore, observing the light, immediately transmits a Hertzian wave from his spark coil. This wave instantaneously affects the aerial on board the little boat, enabling the coherer to pass a stronger current causing the relay to close the circuit of the motor which operates the propeller, thus sending the boat on its journey. The other lamps light up in sequence, and green light 2 and the white light respectively steer the ship to the left or right as the case may be. Red light 4 and green light 5 fire two cannon, one at the fore and one aft. This ingenious model was constructed by a Frenchman, M. Brunet; and is likely to set many at work on kindred ideas.



## WELL-HATED AND WELL-LIKED: THE

PHOTOGRAPH BY A. AND F.



### INTRODUCER OF THE BUDGET THIS WEEK: THE RT. HON. DAVID LLOYD GEORGE

Mr. Lloyd George, who arranged to make his Budget announcement on Thursday (April 30) is, without doubt, the most-discussed of British politicians, a Cabinet Minister who is as heartily hated by one section of the public as he is heartily liked by the other. There is no need for us to say much of him here; and we rest content in giving a few bare facts of his life. The Chancellor of the Exchequer was born in Manchester in 1863, son of the late William George, Master of Hope Street Unitarian

Schools, Liverpool. He was educated at and, in 1884, became a solicitor. He until 1908 he was President of the Board been Chancellor of the Exchequer. His been Constable of Carnarvon Castle a daughter of Richard Owen, of Mynyddedd



## ART NOTES.

BY a happy and irresponsible method, much resembling the fancying of a race-horse by people who have never seen one, it has been decided that either Mr. Cadogan Cowper or Mr. Maurice Greiffenhagen is responsible for the picture of the year. The honour has so often fallen on less worthy shoulders, and the claim to it at the best has been so unsatisfactorily established by an actual examination of Academy favourites, that the news is promising enough. Let it be hoped that they have both painted pictures of the year.

Mr. Greiffenhagen's and Mr. Cadogan Cowper's canvases are both entered on the preliminary list of works to be considered for purchase by the Chantry Trustees. But the Trustees' duty, if they duly remember, is not finished when they have made a first hanging inspection of the Academy. Some years ago they met the scoldings of a

Royal Commission by promising to look outside the precincts of Burlington House for wayward talent; and last week the President went round the galleries with his advisers. It is suggested that one of Mr. Ricketts's pictures at the "International" was "under consideration." The phrase may have a somewhat dubious ring in the ears of an artist who has never submitted to Academic authority, but we would rather have Mr. Ricketts under consideration than beyond or outside or even above it. The purchase of his "Wise and Foolish Virgins" would from the Academy's point of view be a wild plunge into the unknown; but it would be the best of all possible plunges, whatever may be the nature of the two, or twenty, pictures of the year at Burlington House.

The claims of other outsiders, and even of other Associates of the Academy, have been often stated and as often ignored; but since it is known that the President has been making the rounds, it is interesting to note some of the pictures that came under his scrutiny. Mr. D. V. Cameron, for instance, is seen at the height of his powers in the visited galleries, but the impression made on the Chantry Trustees will not now transpire. The news that the Contemporary Art Society had purchased his Academy picture, "Ben Ledi," for the nation reached them in time to remind them that they have been very backward in honouring that artist. The "Tate," however, now stands in no need of another example, and the Chantry Bequest is robbed of one more opportunity of making itself useful. With the announcement of the Cameron purchase comes word of the acquisition of Mr. Walter Sickert's "Army and Navy," but it is unlikely, in this case, that the Trustees find themselves forestalled. Mr. Kelly and Mr. Kennington, at the "International," were both more to their liking.

Whatever the two, or the twenty, pictures of the year



TO THE MEN BELOW WHO DIED AT THEIR POSTS IN THE DARK: UNVEILING THE MEMORIAL TO THE ENGINEERS OF THE "TITANIC" AT SOUTHAMPTON.

Over ten thousand people were present when the memorial was unveiled recently by Sir Archibald Denry, Bt., President of the Institute of Marine Engineers. He said the engineers of the "Titanic" must have known that no pumping could avert the final catastrophe, yet they stuck to their duty, driven from boiler-room to boiler-room, and fought for every inch of draught to give time for launching the boats. He compared them to the soldiers of the "Birkenhead," but pointed out that, while the latter stood together in the open air, the engineers worked alone and perished in the dark. The figure of Gaea in the monument rests on a base-plate of bronze. (Photograph by Typical.)

at Burlington House (and I write while I still wait on the doorstep for admission), we may enjoy the certainty of Mr. La Thangue's genius at the Leicester Galleries. His exhibition of Ligurian landscapes makes one wish that the Chantry Trustees were sometimes indiscreet to the point of buying half-a-dozen works by one R.A. E. M.



A HISTORIC NORTHAMPTONSHIRE RUIN TO BE PRESERVED: LYVEDEN NEW BUILDING.

Lyveden New Building was erected by Sir Thomas Tresham in the sixteenth century. It is full of interesting architectural symbolism, and near it are the remains of the old Elizabethan garden. An option of purchase of the site has been acquired by the National Trust for Places of Historic Interest and Natural Beauty, and a Committee, including Earl Spencer, has been formed to raise funds and take charge of the building. Mr. J. A. Gask, of Warkley Place, near Epping, is acting as treasurer.

Photograph by H. J. Smith.



TRY IT IN YOUR BATH!

# SCRUBB'S AMMONIA

THE  TO CLEANLINESS  
FOR EVERY  
HOUSEHOLD USE  
BRIGHTENS ALL IT TOUCHES!  
AVOID INJURIOUS  
SUBSTITUTES

INVALUABLE FOR TOILET PURPOSES. SPLENDID CLEANSER FOR THE HAIR.  
REMOVES STAINS AND GREASE SPOTS FROM CLOTHING.  
REFRESHING AS A TURKISH BATH. RESTORES THE COLOUR TO CARPETS.  
CLEANS PLATE, JEWELLERY, SPONGES, ETC., ETC.  
ALLAYS THE IRRITATION CAUSED BY MOSQUITO BITES.



PURITY  
AND  
STRENGTH.



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THE PERFECTION OF BOTH PIANO & PLAYER:  
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## LITERATURE.

"The Tower of the Mirrors." To open a new book by Vernon Lee is always a source of pleasant anticipation. We know that it will be scholarly without pedantry, rich in fantasy but accurate in facts, imbued with the spirit of romance, not lacking in humour, and showing a fine sense of the value of words. Varied in scene and subject, these essays range from Edinburgh through France, Germany, Switzerland, and Italy, and the art of the author makes Princes Street and the Tower of Professor Geddes as picturesque as the Tower of Virgil, near the Tarpinian Rock, built that the poet might

Villainy's eyebrow and mistrust the Valpine most of the False Friend"; and when the author is back in her beloved Italy we find the grace and culture of her literary style in their most delightful forms. One essay is devoted to "Valdombrosa," and we are told of the *Holy Beech*—"The great mossy tree slants its branches, poises the tent of its leaves over a little terrace, benches, and steps, weather-black, velvety-green with moss, strewn with brown beech-leaves as if brocaded and carpeted for some sylvan procession."

Saint Augustin. This translation, by Vincent O'Sullivan, from the French of Louis Bertrand (Constable) gives a vivid picture of the Saint of

the "Confessions." How intensely human was he we know from his own pen, but the *oeuvre* of his life, with its material, mental, moral, and religious vicissitudes, his ultimate spiritual and monastic triumph, make an enthralling story. The translator declares that outside learned or theological circles people no longer read Saint Augustin, and adds that it is true renown—"We admire the saint, as we do great men, our trust." But there will be many to read this life of the man who lived to become Bishop of Hippo, and to die, full of years, leaving as legacy to the world some of the most remarkable "Confessions" ever made by saint or sinner. The volume is very human. We feel the grief of Monica, mother of Augustin; we shrink from the ignominy of the dismissal of his mistress by Augustin; we follow step by step one of the most passionate lives in history; and the "rampart of printed matter" behind which the record of frailty, folly,

wisdom, weakness, courage, sublimity is entrenched is worth the storming. The book is admirably written. In a phrase or two, for instance, we have a picture of the place where Augustin was born: "Thagaste had columns . . . a column is like a free melody singing among the heavy masses of the building . . . a white ghost of beauty streaming up from the ruins

among the modern hovels"; and we have, too, a life-drama abounding in detail, a picture of a great nature in all its aspects.

"Human Quintessence."

Clever son of a clever father, Sigurd Ibsen has given us a thoughtful and unconventional volume of sociology and philosophy in "Human Quintessence" (Frank Palmer). The phrase is familiar to us upon the iron lips of Hamlet, but in its adoption by Sigurd Ibsen the sentiment is reversed, for with all phases of humanity the author interests himself, and us. Sociology, philosophy, science—nothing is alien to him, for he holds that the great power known as "personality" is just humanity in



THE FIRST BISHOP OF A NEW DIOCESE WAITING TO ENTER HIS CHURCH FOR ENTIREMENT: THE BISHOP OF CHELMSFORD (WITH HIS BACK TO THE CAMERA) AT THE CATHEDRAL DOOR.

The ceremony of installing the first Bishop of Chelmsford took place in St. Mary's, new Chelmsford Cathedral, on April 23. The Right Rev. J. E. Watts-Bentley, the new Bishop, was formerly Vicar of St. James the Less, Bethnal Green.

Photograph by Spalding.

see in its mirrors all that was happening in Rome. The author of "The Tower of the Mirrors" (The Bodley Head), writes humorously of the lank, quixotic newagent in Chablis, who appreciated Stendhal; charmingly of the little white hospital in the Bernese Lowlands; brightly of Goethe and Lavater in Zurich, and the science of Physiognomy, "whereby Guileless Virtue learned to shun



M.P.'S WHO CLIMBED TO THE ROOF OF WESTMINSTER HALL: (LEFT TO RIGHT) SIR STEPHEN COLLINS, MR. MACCALLUM SCOTT, MR. YEO, SIR WALTER ESSEX, MR. WIDGWOOD BERN, MR. C. H. LYELL, AND MR. J. F. L. BRUNNER.

Some twenty Members of Parliament ascended the other day to the roof of Westminster Hall to examine the ancient oak beams which have been largely eaten into by a little wood-boring insect, and which it has been found necessary to support by steel ties and girders to make the historic building safe. The work will cost about £8,000.—(Photograph by Topical.)

quintessence, and that never will the infinity of Nature impress our minds as does the multiplicity of human life, as wonderful as it is, its phenomena will never exert upon us an influence that can rival that of human manifestations of man as individual, of man in the mass. The volume is curiously interesting, and has been translated with obvious skill and sympathy by Marcia Hargis Janson.



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## MUSIC.

THE first week of Grand Opera at Covent Garden has given great satisfaction to all concerned, whether on the stage or in the auditorium. A series of performances most of which were remarkable, enthusiastic audiences, and fine weather—certainly the season opened under very favourable auspices. Every night brought a few singers into prominence. In "La Bohème," Melba, Martinelli, and Miss Rosina Hickman were heard to greatest advantage; in "Das Rheingold," Herren Bender and Sembach; in "Die Walküre," Miss Madge Fay; in "Parsifal," the new Amfortas, Herr Carl von Hulst, and the Gurnemanz, Herr Paul Knupfer. It is still possible to feel that Gurnemanz has a great deal too much to say or to sing. As a conductor, Mr. Albert Coates has won his spurs without delay. His reading of the familiar score of "La Bohème" was marked by his stress upon the note of lyric rapture that is reached now and again by Puccini. Far more exacting was the task of conducting "Parsifal," for Mr. Coates has not been in charge of this opera before, and it demands the highest quality of interpretative insight. Beginning a little nervously, the young conductor soon had the orchestra entirely responsive to his moods, and it must be admitted that the evening's success was due in no small degree to his own. Perhaps the new Kundry is not altogether pleasing; her voice has not the same seductive quality as her acting, but with all the men's parts in such capable hands, Frau Pfelschneider suffered the house, if she did not thrill it. By the way, should "Parsifal" be treated as though it were a religious service, and not merely a remarkable opera? The silence that followed the first and second acts was quite oppressive.

Nikisch would find it hard to add to the esteem in which he is held by lovers of music in these islands; but if it were possible to add to the laurels he wears at present with such becoming dignity the "Ring" performances would provide the addition. It is not too much to say that he has the lucidity that characterised Richter's well-remembered readings, and that he, like Wagner's more direct

disciple, sees the "Ring" operas as a whole. He presides, too, like Richter, a masterly balance between the stage and the orchestra, never for a moment forgetting the proper claims of either, and he is eminently

helpful to the singers. There is something to be added to this—an exquisite feeling for the lyrical side of the music. Seldom is the house thrilled as it was towards the close of the first act of "Die Walküre"; the ordinary opera season can boast few such moments, and they are worth living for.

Puccini's "Manon Lescaut" is at best an opera of moderate interest, and with the leading tenor partially disabled by a cold, and a newcomer whose voice is of moderate quality as Manon, the occasion hardly took rank with those that preceded it. Mr. Coates showed that he can give as much skilled attention to Puccini as to Wagner. Mme. Bellincioni should do well in "La Tosca"; she has inherited some of her mother's great dramatic gift.

The Beethoven Festival did not, perhaps, succeed in attracting the full measure of patronage expected in the more expensive parts of the house, but it had to contend with performances at Covent Garden that were drawing heavily upon the musical enthusiasts of the Metropolis. One cannot help thinking that from the box-office standpoint autumn would prove better than spring. But of the musical value and interest of Mr. Daniel Mayer's undertaking there can be no two opinions. It was given to those who were faithful to the entire series to trace the growth of a great master, and, in the light of consecutive performances, to enlarge both understanding and appreciation. It is a little difficult to single out the soloists for praise; there were some who did themselves rather less than justice. Mr. Paul Resmers, Herr von Dobnanyi, and Herr Zumbaliet, singer, pianist, and violinist, were among the most successful; but the intonation of the last-named was not consistently true, though he played on a night when the orchestra was suffering from the electricity in the air. Considering the magnitude of their task, they deserve hearty congratulation. We hope this is only the first of many Beethoven Festivals at Queen's Hall, and congratulate Mr. Henry Verbruggen very heartily upon his accomplishment at the conductor's desk.



THE ROYAL VISIT TO THE "MANSION HOUSE" OF PARIS: THE SCENE AS THE QUEEN AND MME. POINCARÉ ALIGHTED AT THE ENTRANCE TO THE HÔTEL DE VILLE.

At the Hôtel de Ville the King and Queen were received by the Prefect of the Seine and the President of the Municipal Council, who each made an eloquent speech, to which the King replied. After this ceremony the Majesties were conducted to the magnificent apartments on the first floor, where the King was presented with a gold cup, in which he drank to the prosperity of Paris, and the Queen with a beautiful silver-framed mirror.



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## LADIES' PAGE.

QUEEN MARY, who is unusually well-read, would hardly fail when she entered Paris to remember the last time that a Queen Mary of England arrived in that city. The wife of Charles I. was always called by the English of her own day simply "Queen Mary," though she signed herself as she is now known in history, Henriette Marie, no doubt because she was proud of her great father, Henry of Navarre, King of France, after whom she was named. She was our last French Queen, and though her fate was sad, at least she won and kept her husband's love. Her son, Charles II., came pretty near to marrying a French heiress, his cousin, "La Grande Mademoiselle"; but he lost his chance with her because at a great banquet he disregarded all the delicacies of the French cuisine that were spread before him, and favoured some underdone mutton in preference. The delicacy of the French cuisine merely reflects the acute sensibility and the consequent supreme artistic taste of the French in all respects. But our Queen Mary is thoroughly English, and her characteristic style of dress, combined with her charming blonde complexion and fair hair, have pleased and interested the French by way of contrast.

Almost every woman who can afford it, of course, has her clothes, or, at any rate, the more *habillées* of her frocks and hats, from Paris; and some of the Parisiennes would dearly have liked Queen Mary to allow herself to be seen patronising the ateliers of the Rue de la Paix. Queen Alexandra used to do so—even her Coronation dress was built in Paris. But Queen Mary is a strong and unflinching supporter of the industries of her own land. As far as the tailor-made costumes are concerned, in which her Majesty so generally appears in the day-time, the French dress artists themselves frankly admit English superiority. Last year, when I paid my spring visit to Paris, I saw the walls adorned with a huge poster issued by some trade union, giving the names of leading Paris dress-makers who employ a large number of English cutters and tailors, and appealing to the patriotism of French women not to patronise these firms because they employ foreign work. But most women feel too keenly the importance of looking their best to consider anything else but that end in dressing, and since it is agreed that French taste produces the best effects for some garments and English solidity and severity for others, that settles the matter for many.

Of course, the French dressmakers do construct "tailor-made" gowns. But the French artist cannot manage to be severe enough; he must indulge in his *fantaisies*. Just now, plainly are the Parisian tailor's mania. It is always thus in the spring to some extent, but this year, possibly because our Sovereigns represent Scotland also, the mania for *draps Ecossais* is startling. Imagine a tailor-made dress, for instance, actually seen, in plaid silk, with wide lines of brightest red, yellow, and green, criss-crossing on a royal blue ground.



GRACEFUL DRAPERIES

The gown is in dove-grey, edged with sleeves and trimmings of lace, and black satin belt. The hat, made of the same plaid silk, is shown high by a velvet band, and has an ostrich plume.

a long tunic, cut in one with the corsage, turned under about the knees, and thence to the feet (that is, well above the ankles, for all such dresses are very short), a series of full flounces, each of these cut out leaf-shaped round the bottom and bound with red. The corsage is cut open to a V in front, and a vest of white silk muslin up to the bust gives the only relief to the too-brilliant scheme. Dice-patterned stuffs, especially in black and white, and big squares like a chess-board, are also much in vogue with the Paris tailors this season. A feature of the French "tailor-mades" is a certain fullness round the top of the skirts or the tunics, which, added to the tightness of the lower portion, gives the effect of a sort of trouser as the wearer walks. In the more dressy gowns, the same effect of fullness round the hips contrasted with tightness at the ankles, is effected as often as not by an actual "puff" at the top of the back, a gathering of the draperies up to the waist behind in rather ample *bouffant* folds that may well be the beginning of a revival of the bustle. With this menace on the one hand, and on the other wide-edged tunics that seem as if they may herald the crinoline, we need all our good sense and independence to avert some foolish and inconvenient excesses in the near future.

Hats need not be very expensive this season, for a pretty and becoming small shape in straw or silk can be purchased, and trimmed adequately for young faces by a simple but very long upright plume of any sort. There is a large choice of hat shapes so dressy in themselves that no more trimming than this is required. The latest whim is a straw that looks as if it had been black-leaded like a fire-grate, or, perhaps, more as if it had been dropped in greasy soup; it is scarcely pretty, yet the glistening effect is not unpleasant, and one of these shapes, small and round with hardly any brim, especially if it be underlined with white straw to come next to the hair, and trimmed with two long spiky Mephistophelean "stick-ups," or, if preferred, with a bunch of black cherries shining like the straw itself, will have a smart effect at modest cost. These varnished straws are all dark, black being most usual; but there are navy blue and golden-brown varnished snapes to be seen. Unless a wealth of ostrich plumes is adopted, a hat is not very much trimmed this season; only the trimming must stick up audaciously.

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## WILLS AND BEQUESTS

THE will (dated Oct. 22, 1905) of LORD WIMBORNE, of Canford Manor, Wimborne, who died on Feb. 22, is proved by Baroness Wimborne, the widow, the value of the estate being £250,000, so far as can at present be ascertained. The testator gives everything he may be possessed of to his wife, saying: "I thank God that He has given me a wife so sweet, so loving, and so capable."

The will (dated Nov. 9, 1903) of VISCOUNT CROSS, of Eccle Riggs, Lancs., and 12, Warwick Square, who died on Jan. 8, is now proved, and the value of the estate sworn at £91,617. All the letters received from Queen Victoria, members of the Royal Family, the Viceroys of India, and the Governors of Madras and Bombay, are not to be published, but they and the books, pictures, prints, etc., given to him by Queen Victoria, his decorations and Orders, and his Peer's coronet and robe, and a sum of £40,000 are to be held in trust to go with the title. He gave £5000 to his daughter the Hon. Mary Dorothea Cross; £3000 each to his children the Hon. John Edward Cross, Charles Francis Cross, Georgiana Harriet Bowyer, and Anne Margaret Dawson, these sums to be in addition to what they will receive under settlement; and the income of his daughter-in-law Mary Cross, widow of his eldest son, is to be made up to £500 a year. The Eccle Riggs estate he settled on his grandson Richard, now second Lord Cross, and gave to him the residue of the property.

The will (dated July 17, 1907) of MR. FREDERICK BURTEN, of Hopefield, Pendleton, and Gwagynnos, Denbigh, who died on Dec. 25, is proved by John Frederick

Burtan and Arthur Burtan, sons, and Wm. Henry Adolphus Gaddum, the value of the real and personal estate being £772,523. The testator gives £30,000 to his



LA REINE AND MADAME LA PRÉSIDENTE: QUEEN MARY AND MME. POMARE LEAVING AFTER THE VISIT TO THE HOTEL DE VILLE.

daughter Harriet Alice Bowen Davie; £2000 to the Salford Royal Hospital; £1000 each to the Manchester Royal Infirmary, and St. Mary's Hospital; £500 to the

Denbigh Infirmary; legacies to servants; and the residue to his two sons.

The will of MR. SERRINUS BROCKLEHURST, of Olinda, Sefton Park, Liverpool, who died on Feb. 22, is proved by the Public Trustee, the gross value of the estate being £347,222 10s. 5d. He gives £2000 each to the Clerks' and Tradesmen's Fund connected with the Liverpool Merchants' Guild, the Homes for Aged Mariners, Egremont, the Seamen's Orphan Institution, the Diocesan Benefices Augmentation Fund, the Poor Clergy Relief Corporation, and the Sons of the Clergy Corporation; £1000 each to the Royal County Hospital for Children, Heswall, the Children's Convalescent Home, West Kirby, the Liverpool Cathedral Fund, the Convalescent Institution, Woolton, St. Paul's Eye Hospital, the Seamen's Pension Fund, Margaret Ismay's Widows' Fund, the Lancashire (Navy League) and National Sea Training Home for Poor Boys, Liscard, the Diocesan Clergy Sustentation Fund, the Church of England Scripture Readers' Society, the Mersey Mission to Seamen, the Diocesan Church Building Society, St. John's Foundation Schools, the Curates' Augmentation Fund, and the Clergy Orphan Corporation; £40,000 in trust for his wife; £100,000 in trust for his son; £15,000 in trust for his grandson Gerald L. C. Brocklehurst; other legacies; and the residue to the children of his brother Robert.

The will (dated Jan. 13, 1914) of SIR FREDERICK JAMES MURRIELER, K.C.M.G., of Pasture Wood, Abinger, who died on Jan. 27, is proved by Frederick Donald Murrelles, son, and James H. Gray, the value of the estate being £143,888 12s. 11d. Subject to a legacy of £250 to Mr. Gray, the whole of the property goes to his wife.



POWER BEHIND THE ENTENTE CORDIALE: THE FAMOUS FRENCH ARTILLERY PASSING BEFORE THE KING AND QUEEN IN THE REVIEW AT VINCENNES.

At the great military review at Vincennes in honour of the King and Queen, on April 22, the march-past of the troops occupied some forty minutes. Cheers of "Vive l'Armée!" were raised as the forty-eight guns of the artillery passed before the royal visitors. After the review their Majesties, with the President and Mme. Pomare, visited the Hotel de Ville.

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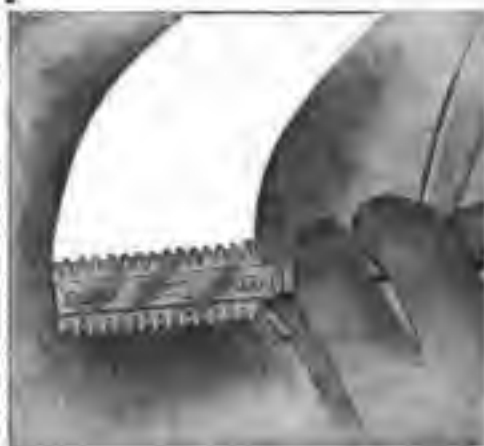
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## THE CHRONICLE OF THE CAR.

## The Road Board and Highway Administration.

Since the motorist is being taxed, directly and indirectly, to a higher extent than any other class of the community for the upkeep of the roads, it is only natural that his views should have at least some weight in the matter of their administration. I have no doubt that when the time comes for the introduction



SHOWING ITS AMPLE ACCOMMODATION FOR FIVE PASSENGERS: THE INTERIOR OF AN OVERLAND CAR.

The photograph shows the adjustable foot-rest, the rug-rail, and the wide doors opening forward, also the door on the driver's side.

of the Government measure promised, which is to bring the main roads more directly under State control, the motoring organisations will make their voices heard, in and out of Parliament, but it will be very necessary that they should have behind them the whole weight of motoring opinion if their views are to be received with due regard. In order that the necessary volume of opinion should be created, it is first of all necessary that the general body of motorists should be kept abreast of what is being done in the matter. In an appendix to the recently issued Report of the Departmental Committee on Imperial and

Local Taxation, there appears a digest of the evidence of Sir George Gibb, the Chairman of the Road Board, which is well worthy of attention. Let me say at once that if Sir George really meant what the appendix represents him as meaning, then his views are not likely to meet with the approval of those road-users—mainly motorists; it is true—who have given any serious thought to the problem of the roads. Briefly, he thinks that the best thing to be done is to classify the roads according to their importance. That is good enough in its way—in fact, it is necessary. The main roads, he seems to think, should be maintained partly out of imperial and partly out of local funds, the Exchequer contributions being handled by a central body which is evidently to be, in his view, a sort of glorified Road Board. That is not so good. I have the greatest admiration for the Road Board and for the work it has done under difficult circumstances, but at the same time it can only be regarded as a stop-gap sort of body, doing useful work until such time as something like real order and organisation are evolved out of the existing chaos of our highway system.

No central body with attenuated powers, such as Sir George appears to advocate, will work any permanent good. What is wanted is a real central Highways Authority; another great Department of State, in fact, analogous to the French Ministry of Ways and Communications, in what must be aimed at—a body which has absolute administrative control of all trunk roads and arterial highways. Anything less would hardly improve matters at all. We have already seen what an amount of heartburning and bickering can arise out of such half-measures as the Road Board itself is limited to; and merely to extend the dile system of making grants in aid of highway improvement and maintenance would not help us out of the present unsatisfactory position at all.

Synthetic Rubber Again.

I hear that a private company has actually been formed to exploit the manufacture of synthetic rubber, and that works are to be built for the purpose at Handforth, in Lancashire. The Company is said to possess the right to manufacture by a new process, for which it is claimed that rubber equal to the highest grade of natural rubber can be



A HANDSOME BODY ON A SMALL CHASSIS: A 10-H.P. AUSTIN, FITTED WITH A SINGLE-ENTRANCE SALOON.

The panels of the car, which is one recently supplied to a Derbyshire motorist, are of aluminium, and the seats of the folding and sliding type. It is a work of art to fit a body of this character to so small a chassis.

produced in quantities at a much lower price than that at which the true rubber can be grown under the most favourable circumstances. We have heard so much, at one time and another, of rubber evolved by synthesis that one cannot help feeling a little dubious of accepting such claims until practical demonstration of their worth has been given. However, the capital for the new enterprise has been found



BY A FAMOUS NORWICH FIRM OF BODY-BUILDERS: A HANDSOME EXAMPLE OF COACH-WORK BY MESSRS. MANN, BROMPTON.

by a number of prominent Lancashire business men, which is of itself a guarantee that there is something in it. It is to be hoped that there is, for one effect of the cheap

(Continued on page 743.)



20 h.p. "D" Front Landauette.

THE Arrol-Johnston Landauette is the car par excellence for the many occasions when an elegant, comfortable conveyance is in demand.

THE product of a £100,000 Factory, and with high-grade coach-work mounted on a sweetly silent PROVEN chassis, the car is yet sold at a moderate figure, because the money spent goes into the Cars.

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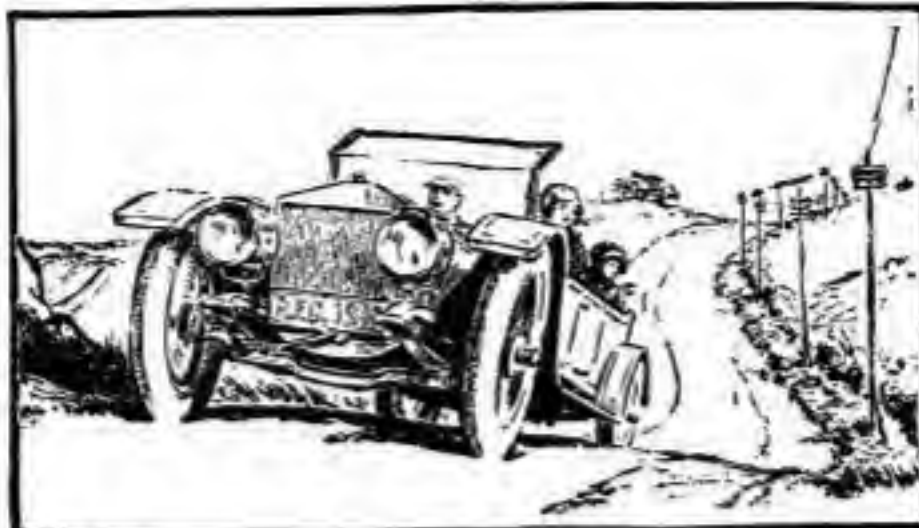
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SAFETY TREAD

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The Goodrich Safety Tread changes all this. To all but reckless men it bangs, bolts, and bars the door to danger. Where a skid lies dormant it keeps it dormant. It transmits safety by forming a safety track. It grips harder on a greater range of surfaces than any other tyre, and does this without such corresponding disadvantages as loss of speed, increase of weight or cost.

This claim is demonstrable on every road in Great Britain, and we ask all motorists to put it to a personal test. Size, weight, or type of car is quite immaterial. Whatever or wherever you drive you will find safety, and not safety alone, but

More Mileage than any Other Tyre.

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CHASSIS PRICE WITH TYRES:  
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SPRING bids you welcome to the Open Road. Respond to the call—secure early delivery of the *Ideal Touring Car*—

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**MORGAN - ADLER**  
CARETTE.

Complete with Morgan 2-seat body, hood, five lamps, screen, horn, 200 GUINEAS  
"The Perfect Miniature Motor."

**WINNER of the C.U.**  
London-Land's Ea  
Run, April, 1914.



production of synthetic rubber of such a quality as that claimed for this would certainly be to cheapen tyres. There is, however, always this to be borne in mind, that even if "real" rubber can be artificially produced, it does not follow that it would be of a kind suitable for motor-tyres. So far, no synthetic process has been able to produce a rubber with exactly the same qualities as the natural product. Nature, the greatest of all chemists, appears to work by elusive processes that baffles artificial reproduction.

**A Great Concern.** If one really wants to gather a proper idea of the enormous growth of automobilism as represented by the development of the business side, I think there are better object-lessons available in the provinces than in London. This is mainly to be accounted for by the fact that in the large provincial cities the business has usually grown up around one, or at most two or three firms, who came early into the industry and have thus developed with it. One day last week a large party of Pressmen and others were taken down to Norwich to see the latest extensions of the works and show-rooms of Messrs. Mann, Egerton, and Co., and a more wonderful example of growth it would be hard to find in the whole of the motor trade. I can remember the firm when it was a very small affair indeed. In 1901

120,000 square feet. In 1901 the staff consisted of two—now the firm's employees number well over 500. Apart from these extensions, the firm has overflowed from

manner in which it has permeated our everyday life. In the face of such developments, it is difficult to believe that it is not yet eighteen years since the use of the motor vehicle was legalised on British roads.



A MOTOR EXHIBITION IN THE OPEN AT THE CAPE: TWO FORD STEEPLE CARS AT THE ANNUAL ROSEBANK SHOW.

Messrs. Jarrett, of 24-27, Orchard Street, have the sole selling rights of Ford Steeple cars, which are very popular in the Colonies. The photograph, recently received from Messrs. Jarrett and Nugent, of Cape Town, shows a four-seater and a two-seater.

Norwich, as it were, and now has depots in London, Bury St. Edmunds, and Ipswich. From these brief facts it will be seen that the business deserves the description of great—in fact, I do not think I am far wrong in saying that it is among the first two or three of its kind in the kingdom. To me the interest is more outside the firm than in, if I may put it that way. Of course, it goes without saying that nothing but the strictest commercial integrity and the closest attention to the wishes of clients will avail to build up such a business as this has become, but the growth is even more

eloquent of the development of the movement itself than of the firm. It is a real object-lesson in the hold that motoring has obtained over the community, and of the

#### More Michelin Maps.

The Michelin Tyre Company have sent me a number of their sectional road maps of the United Kingdom, to which I made a passing reference a short while ago. They are on a scale of 3·15 miles to the inch—a scale which enables all the necessary information that can be conveyed by means of a map to be given with clarity and effect, while it does not make the sections so large as to be unwieldy for use in the car. They are exceedingly well done, and are well up amongst the best of the road-maps extant. They are published by the Michelin Company at one shilling for each section on paper, and at two shillings mounted on canvas.

#### Dunlop Tyres in the London-Land's End Trial.

Exactly one half of the gold medals—five out of ten—awarded in the recent London-Land's End and back trial were obtained by users of Dunlop tyres fitted to light cars. The two Humberettes driven by Messrs. S. Wright and R. Hill, L. Martin's Singer, S. G. Glikstein's Swift, and G. E. Pigott driving a Morris-Oxford, were the successful competitors. Three silver medals were also secured on Dunlops.



A TWO-SEATER OF PARTICULARLY ATTRACTIVE DESIGN: A 15-h.p. OAKLAND CAR.

the whole of its enterprise was accommodated by a little more than 900 square feet of floor-space. What we were shown last week extended over something more than



WITH BODY BY THE FIRM'S MANCHESTER WORKS: A 17-h.p. ARMSTRONG-WHITWORTH TOURING CAR.

these being awarded to P. D. Walker (H. and S.), R. Duncan (Hillman), and C. F. Halsall (Wilton). Not at all a bad record. W. WHITTALL.



**THE** Lanchester engine position economises space and enables the carriage body to be roomy, with the seating well forward where the springing is most effective.

The passengers are accommodated comfortably, while the short wheel base, silent gear, and perfect control enable the car to be manoeuvred with unusual facility.

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#### COPY OF LETTER RECENTLY RECEIVED:

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Gentlemen,—I have pleasure in stating that the "Lister & Bruston" Automatic Installation of Electric Lighting Plant is proving very satisfactory.

We obtain a very steady light of remarkably good quality, and you did not exaggerate in any way when you laid emphasis on the small amount of attention your engines require, which is given quite satisfactorily by the gardener you were good enough to have in your shops for three weeks.

We were, I think, one of the first to instal two engines working interchangeably, and you will be glad to know that both engines run satisfactorily; the automatic starting up and changing over from one to the other, according to load, being done many times in the course of an hour.

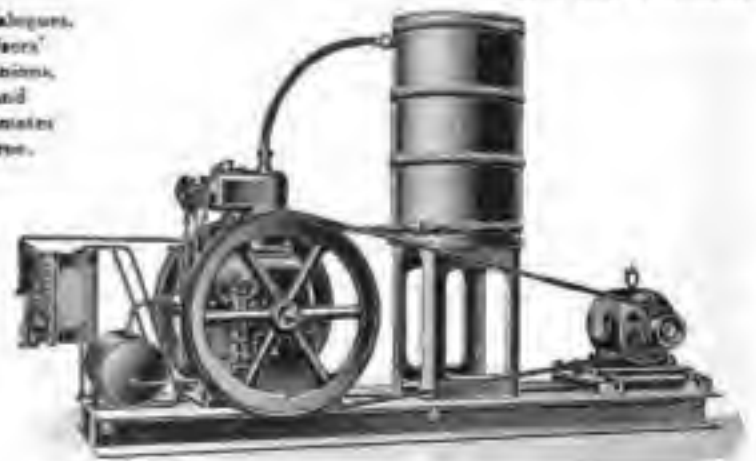
In an installation of this size you will readily understand that a great strain is put on the engines—light being switched on and off equally in various parts continuously—and so readily do your engines respond that we use our light with as great confidence as if we drew from the Town supply.

I am, Yours faithfully,

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# THE ILLUSTRATED LONDON NEWS

Vol. 54 - No. 1411.  
The International News Company, 83 & 85, Duane Street.

NEW YORK, SATURDAY, MAY 23, 1914.

Fifteen Cents a Copy.  
\$7 a Year in Advance.



THE LOSS OF LIEUT. NINNIS, OF THE AUSTRALASIAN ANTARCTIC EXPEDITION - DR DOUGLAS MAWSON LOOKING DOWN INTO THE CREVASSE INTO WHICH HIS COMRADE FELL WITH SLEDGE AND DOG-TEAM.

Dr. Douglas Mawson, with Lieutenant Ninnis and Dr. Mertz, was exploring unknown land. All was well. Mertz went ahead to break trail; Mawson followed, with the first of the two sledges. He passed safely over a crevasse, calling out "Crevasse" to warn Ninnis, who was walking beside his sledge, close behind. Glancing round, Mawson saw Ninnis turn his team to take a more direct path. A moment later the snow over the crevasse broke, and man, sledge, and dog-team disappeared. Dr. Mawson heard nothing. He had marched a quarter of a mile

before he was warned by the fact that Mertz was looking back anxiously again and again. Then he turned, to see nothing but the empty plain. Halting the dogs and running back, he found a hole in the snow, some eleven feet across, and looked down into a chasm of ice. Then he knew. Mertz, too, came back, answering Dr. Mawson's call. All that could be seen of the lost were two injured dogs groaning on an ice-ledge some 150 feet below. For nine hours the two men called into the crevasse, hoping against hope to get a reply. There was none.

FROM MATERIAL SUPPLIED BY DR. DOUGLAS MAWSON.







## THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



Photo: Typical.

PART OF A GREAT SCHEME OF ENLARGEMENT: THE NEW KING EDWARD VII GALLERIES OF THE BRITISH MUSEUM, WHICH THE KING ARRANGED TO OPEN.

The King arranged to open the British Museum Extension on Thursday last, May 7. The foundation-stone of the new building, which is in Montagu Place, Bloomsbury, and is bounded by Russell Square on one side and Bedford Square on the other, was laid by King Edward VII. on June 27, 1907. The structure, which is called The King Edward VII. Galleries, is connected with the present Museum by the extension of the North Library. It has a frontage of 386 feet. In course of time, other enlarge-



Photo: S. N.

THE DYNAMITE ATTACK ON SARGENT'S "HERRY JAMES" AT THE ROYAL ACADEMY—THE POSITION OCCUPIED BY THE DAMAGED PICTURE.

ments will be made. On the early morning of May 4, a brilliant balladette, visiting the Royal Academy, broke the glass covering Mr. Sargent's picture of Mr. Henry James, leaving the picture badly in three places. The woman was arrested and was taken before Mr. Dawson, at Marlborough Street Police Court, where her name was given as Mary Wood. She was committed for trial. The painting was a presentation portrait from a group of authors, artists, and friends of Mr. James.

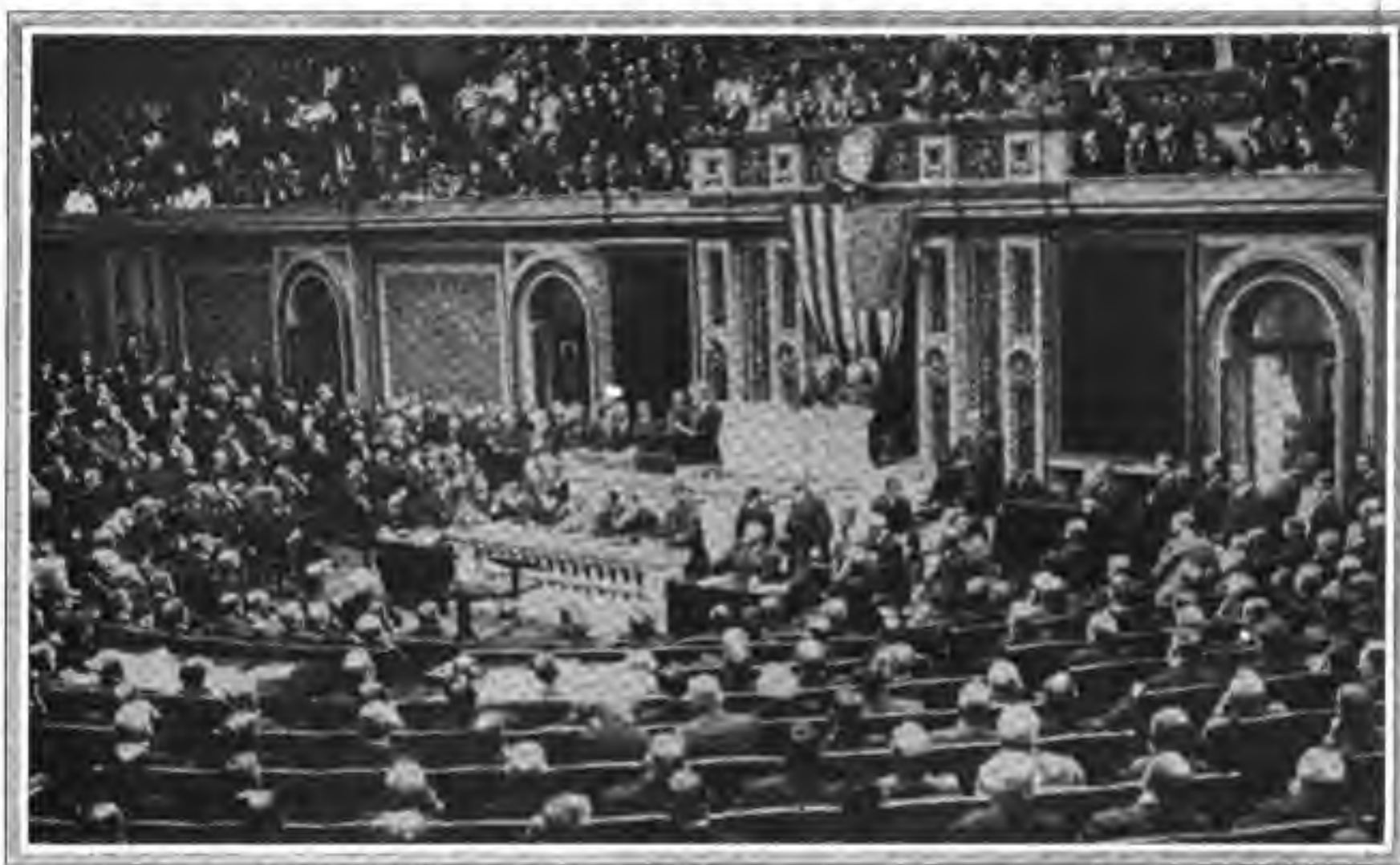


Photo: U.S. Bureau.

ASKING AUTHORITY TO EMPLOY THE ARMED FORCES OF THE UNITED STATES AGAINST VICTORIANO HUERTA: PRESIDENT WILSON MAKING HIS STATEMENT REGARDING MEXICO.

The House of Representatives of the United States agreed, by 377 yeas to 37, that President Wilson was justified in the employment of the armed forces of the United States to enforce immunities upon Victoriano Huerta. Objection was raised in the Senate to the "interventions" of Huerta, and

amendments were made and approved. President Wilson was emphatic in declaring that the move did not mean war against Mexico. He delivered his Message amid intense excitement. "The President," wrote the "Times," "standing upright and pale upon the tribune, seemed the valiant person present."



Photo: Record Press.

ON THE WAY TO MAKE HIS "INCOME TAX" BUDGET STATEMENT: MR. LLOYD GEORGE WALKING TO THE HOUSE.

Mr. Lloyd George made his twice-postponed Budget statement in the House of Commons on May 8. The total expenditure for 1914-15 he put at the highest figure yet known, £210,455,000. The King visited the famous Leys School, at Cambridge, on Thursday, April 30, in order to inaugurate the new King George V. gateway and to place in position, by means of electricity, the top stone of



Photo: S. and G.

THE KING AT LEYS SCHOOL: BOYS CHEERING HIS MAJESTY AFTER HE HAD ASKED FOR AN EXTRA WEEK'S HOLIDAY FOR THEM.

the new Library Building. His Majesty also presented the Blue Ribbon of the School to the Head Prefect; and saw a display in the Gymnasium, a ninety-yard race in the swimming-bath, the cup for which he presented to the winner, and practical chemistry in the Kelvin Science Building. As he left, he asked the head-master to give an extra week's holiday in honour of the visit.



## GIVEN UP AS LOST AND LEFT IN THE ANTARCTIC

FROM MATERIAL SUPPLIED BY THE



**A BITTER MOMENT AFTER THAT EXPEDITION TO UNKNOWN LAND WHICH COST THE LIVES OF TWO MEN, DR. MERTZ, ALONE TO HIS BASE, SEES THE "AURORA" ON THE HORIZON**

As we note under our front-page picture, one of the two sledges which Dr. Douglas Mawson, Lieutenant Ninnis, and Dr. Mertz had with them on their tragic journey to explore unknown land was lost, in a crevasse, with Lieutenant Ninnis and his team, on December 14, 1912. The explorers' main food supply was on this, and the team drawing it included the best-conditioned dogs. Dr. Mawson's sledge carried very little food, being chiefly filled with scientific instruments. After the death of Lieutenant Ninnis, the two others turned back, hoping to reach their base, over 200 miles away, with a supply of only a little more than a week's rations of food for man and no food for the dogs. They marched ten or twelve miles a day. Exhaustion killed the dogs quickly, though they were borne on the sledge and the explorers took their places. They provided dog-soup, and each man had also a tiny scrap of pemmican or half a biscuit, daily. When the New Year had begun, Mertz began to weaken. Mawson put him on the sledge, but he complained that he would freeze if he did not walk. He struggled on until he became so ill that it was decided to camp for some days. On January 7, 1913, Mertz became delirious, then unconscious, and at night he died. For three days, Dr. Mawson



# IS SHIP: MAWSON AT THE END OF A TRAGIC JOURNEY.

By DOUGLAS MAWSON.



LTENANT NINNIS AND DR. MERTZ; DR. DOUGLAS MAWSON, STRUGGLING PAINFULLY BACK  
STEAMS AWAY. AND REALISES HE HAS "MISSED" HER.

I not start again; for the blizzard was howling, and while he was waiting the skin of the soles of his feet came off as a result of his walking on ice in fur boots. Much of the skin of his body, his hair, and his nails he had lost earlier. Binding up his feet, he went painfully forward, crossing a glacial valley, climbing 3000 feet on to a plateau beyond, pulling half of his sledge with him; stumbling along, falling into crevasses to his elbows, and once dropping right through, saved only by the fact that he was attached to the sledge by the rope harness. This incident almost meant the end. At last, on January 29, the explorer found a black cloth, sign of a food-depot left by a relief-party. Strengthened, he gained another depot five miles from the hut at the base and 1500 feet above it. There he had to stay a week, suffering. When he went down the slope towards the hut, he saw the "Aurora" steaming away. At last, the hut came into view. Those at the base had given up the three explorers as lost and had decided to go, leaving seven volunteers behind. Dr. Mawson sent a wireless message telling the ship, but the sea was then too high for her to take the party off, and they had to settle down in the Antarctic for another year.





BY G. K. CHESTERTON.

THE difficulty which a great many English newspaper critics seem to find in analysing correctly the result of the General Election in France is rather interesting. I do not mean that the results of that trial of political strength are not in some ways subtle or confused. But the particular English difficulty about them arises rather from the diverse use of political terms. People talk of the tragedy of Babel, and how unfortunate it is that the tribes of men use different words; but I think it is far worse when they happen to use the same word and mean different things by it.

It is a character in all languages, but especially in the French language, which has had so many eccentric adventures and sometimes temporary triumphs that it leaves embedded in other languages phrases that are clearly French, but which are not much used in France. Frenchmen, for instance, do not call the great clean wine of Bordeaux by the name of "claret"; yet, by the look of it, it must surely be derived from a French word; possibly one crystallised by the Scots. Frenchmen, again, do not cry "encore," still less "oukase," when requiring the first repetition of a song or dance. Even French things endure more equably or change more subtly in England than they do in the more impatient, and in some ways more practical, atmosphere of France. Thus, so long after the fall of feudalism in the French Revolution, the Norman cry of "haro!" can still be heard in the Channel Islands—because they belong to England. There is something of the same cross purposes about the word Parliament. It is plainly a French word; though it plainly does not mean (as some learned owl said it did) something about "speaking one's mind." On that principle, of course, "firmament" might mean making up your mind; or "impediment" might mean putting your foot in your mind—a rather extreme application of the proverb about putting your foot in it. But though the phrase came from France, the French do not even now attach the same sentiments and traditions to it as we do.

The original "Parlement" was, if I remember right, merely an assembly of lawyers. It may be answered, with some truth, that the modern English House of Commons is merely an assembly of lawyers. But, in historical circumstance, there was a very great deal of difference. The old French Court of Parliament was, in essentials, a court of law. It consisted of judges acting judicially. Now the English House of Commons consists of judges (or would-be judges) acting unjudicially—not to say injudiciously. They train themselves in impartiality by being on every occasion blindly and mechanically partisan. They learn, as the Prayer-Book says, truly and indifferently to administer justice, by coming up from the smoking-room and voting as the Whips tell them on a debate which they have not heard. All this is pleasing and soothing to us; we are used to it; and there is a flavour about it of being governed by gentlemen and men of the world. But the French had no such kindly weaknesses for their cold and antiquated Parliament of lawyers; and for that reason, among others, it left no magic in the national memories; and you cannot move or melt or impress a modern Parisian with the notion of having a Parliament at all. He knows that many of his despots have been far more democratic than any of

his Parliaments; and when he elects Députés for the Chamber, perhaps the last thing he thinks of is the necessity of preserving the Chamber itself.

Then, again, we are so used to a monstrous and unmeaning Party System that we regard the sincere and natural divisions and alliances of French politics as merely bewildering. We do not see what a much more entangled tangle is the three-legged race that one English Cabinet Minister has to run with another. We should see it plainly enough if it were a matter of local government or every-day business. If a man who approved of having a turnpike with a mild charge between the plains of Lower Tooting and the stony peaks of Upper Tooting, and if, because

also subscribed to the most violent Roman Catholic newspaper in the neighbourhood. But that is a bit more mysterious than the official brack of Welsh Disestablishment and Home Rule. There is no conceivable intellectual reason why the man should believe in both of them or either of them or neither of them. Now, the French elections are a very different affair. Their men act, indeed, or complicate of motives, but of positive and per motives. I mean that on such questions as I mentioned, a Frenchman might have many different sympathies, but he would act on the one he thought was dominant. If he wanted Home Rule more Protection, he would vote for Home Rule a Protection, though he himself were a strong Protectionist. If he wanted Welsh Disestablishment more than Home Rule, he would snatch at Welsh Disestablishment, though he was a strong Home Ruler. And if, at the French electoral results, an impression will be that there is a question of what is the Progress. There is only a question of what Point; and it differs with every



RECENTLY CONDEMNED TO DEATH AND AFTERWARDS PARDONED BY THE SULTAN: AZIZ ALI BEY (THIRD FROM LEFT IN FRONT), GENERALLY KNOWN AS EL MASRI (THE EGYPTIAN), BACK IN CAIRO AMONG HIS FRIENDS

Great interest has been taken in this country in the case of Aziz Ali Bey, an Egyptian officer serving in the Ottoman Army, who was last month condemned to death in Constantinople, and, after the sentence had been commuted to fifteen years' penal servitude, was eventually pardoned by the Sultan and released. He has since returned to Cairo, where he was enthusiastically received by his friends; and he has expressed his great gratitude to all who have championed his cause, especially to the "Times," which has published a large number of articles with the object of securing justice on his behalf. To quote the Constantinople correspondent of that paper: "Aziz Ali is a Colonel in the Turkish service, but is an Arab with a strain of Germanian blood, and is generally known as El Masri, the Egyptian. He gained popularity throughout the Moslem world and won the admiration of Italian officers by his leadership of the spirited Arab resistance to the Italians in Cyrenaica. The first news of his arrest came . . . on February 12 . . . Various versions have been given of the charges against him. . . . But the real issue of his arrest was probably the security of certain prominent members of the Committee of Union and Progress."

of this, he was forbidden to discuss the granting to West Hampstead of a Parish Council separate from that of Hampstead, we should wonder in the name of madness what connection there could be between the two questions. Yet they are quite as closely connected as the idea of being a Protectionist about the problem of England and being a Unionist about the problem of Ireland. We should think it very queer if anybody said that no one was to give a slate off the church roof to the Wesleyan chapel unless he

Then, a man like Clémenceau: Briand says, as Henri Rochefort have said, "I hate the priests as you do, but I hate the P more. And I would rather France saved again by Joan of Arc and the Oil of Rheims (which I regard, bish) than lost again by scientific the other hand, we have the pher of what is called an increase Socialist vote, or generally the of French Socialism. I do not that there has been the smallest of French Socialism. What I been has been a moderate but takable advance of French Ca and a corresponding and natu among those who really and believe that Catholicism is a pe a pestilence. These movemen action and defence are too litt for in history. I am no parti mirer of the Glorious Revolution in which a distinguished Dutch quered England and a distinguish lishman betrayed her. But we dealt quite fairly with those v out James II, if we leave ou that contemporary Europe w the Catholic Revival—the catat Counter-Reformation. Natur who honestly thought Protes great step in progress thou frightful peril that English should pull down what had al put up. So it is with the C Socialists. They have no "sc the working classes"; most o professors and doctors of t classes. They have no so Socialist doctrine: the modern Socialists never talk Socialism. They have no sc favour of peace. They wou go to war as peaceably as l they really have got a solidar any return of the religious ar standards in morality or metaphysics. v long been the first principles of Europe, an have all called Christianity. The very last modern Socialism is, is secular. Its o is really a religious enthusiasm—or, if y enthusiasm against a religion. Just as sc prefer patriotism to atheism, these partici prefer atheism to patriotism. And if or gathered—it is because the other has.

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# VISITING THIS COUNTRY IN STATE: THE DANISH RULER AND HIS QUEEN.

PHOTOGRAPHS BY HENRIK, JULIE LARSEN AND GAD, AND KNUSTHOLM.



GUESTS OF THE KING AND QUEEN: THEIR MAJESTIES THE KING AND QUEEN OF DENMARK, DURING WHOSE STAY HER  
THE COURT MOURNING IS TO BE SUSPENDED.

It is arranged that the King and Queen of Denmark, paying an official visit to this country, shall arrive at Port Victoria about noon to-day, Saturday, May 9. It was thought at one time that the lamented death of the Duke of Argyll would cause alterations in the arrangements; but on the evening of the 4th the Court Newsman issued the following notification: "The King commands that the Court mourning for the late Duke of Argyll shall be suspended from the 9th to the 13th inst. inclusive,

during the official visit of their Majesties the King and Queen of Denmark." Christian, King of Denmark, of the Wends and of the Goths, and so on, was born on September 1870, son of King Frederick VIII., and succeeded to the throne on the death of father, in Hamburg, on May 14, 1912. On April 20, 1898, he married Alexandra Duchess of Mecklenburg, who was born on December 24, 1879. Their Majesties have two children: the Crown Prince Frederick, born in 1899, and Prince Canute, in 1901.





Photo. Elliott and Fry.  
THE LATE MR. W. E. HARVEY, M.P.,  
Member for North-East Derbyshire, and  
a prominent Labour Leader.

He has one sister, Miss Elsie Angela Campbell. Lord Archibald, their father, died last year.

Mr. Silvester Horns, the well-known Nonconformist leader, died suddenly on May 2 on board a steamer at Toronto, after a visit with his wife to Niagara Falls. He was one of the few men who have combined the prefix "Reverend" with the suffix "M.P." For ten years he had been minister of Whitefield's Congregational Church in Tottenham Court Road, and since 1910 Liberal M.P. for Ipswich. In 1892 he married Miss Katharine Cozens-Hardy, daughter of Sir Herbert Cozens-Hardy, Master of the Rolls.

Mr. William Edwin Harvey, who died recently at Chesterfield, had represented North-East Derbyshire, as a Labour Member, since 1907. He held moderate views on Labour questions, and was opposed to the extreme Socialist and Syndicalist programme. In early life he worked as a miner, and was one of the founders, in 1881, of the Derbyshire Miners' Association. In 1912 he became Vice-Chairman of the Coal Conciliation Board.

Dr. Douglas Mawson, the Australian Antarctic explorer, whose expedition we illustrate elsewhere, arrived in London on May 3, with his bride, whom he married the day before leaving Melbourne. When he found that through missing his ship, the *Aurora*, he would have to spend another year in the Antarctic, he sent his fiancée a wireless message offering to release her from her engagement, but she replied that she would wait for him. Mrs. Mawson, who was formerly Miss Delprat, was born in London, of a well-known Dutch family. She has since lived in Spain, Holland, and Australia.

#### PORTRAITS AND PERSONAL NOTES.

IN the absence of a direct heir to the late Duke of Argyll, who had no children, the Dukedom passes to his nephew, Mr. Niall Diarmuid Campbell, son of the late Lord Archibald Campbell, the late Duke's brother. The new Duke, who is forty-two, is a bachelor. Hitherto he has not been much in the public eye.



Photo. Elliott and Fry.  
THE LATE REV. C. SILVESTER  
HORNS, M.P.,  
The well-known Congregational  
Minister and Social Reformer.



Photo. Elliott and Fry.  
THE RIGHT REV. GEORGE  
NICKSON, D.D.,  
Who has been appointed Bishop  
of Bristol.

had been for some years its Agent-General, or general manager. He died recently at his headquarters at Bristol, a few miles up the river Fawcett.

Lord Stanmore, who, on the resignation of Lord Loch, has lately become a Lord-in-Waiting to the King, is the second Baron, and succeeded to the title two years ago on the death of his father. He was formerly a Captain in the 3rd Battalion Gordon Highlanders. In 1900 he contested North Dorsetshire in the Liberal interest. His father, Sir Arthur Hamilton Gordon, was a son of the fourth Earl of Aberdeen, and, after being successively Governor of Trinidad, Maltricia, Fiji, New Zealand, and Ceylon, was raised to the Peerage in 1893.

Dr. George Nickson, Bishop Suffragan of Jarrow, has been appointed Bishop of Bristol in succession to Dr. Forrest Browne, whose portrait appeared on this page when his resignation was announced recently. Dr. Nickson was to have succeeded Dr. Talbot as Bishop of Southwark when the latter was translated to Winchester, but had to withdraw his acceptance of the South London see owing to a breakdown in health. As President of the Council of Durham Colleges, he has taken an active part in University work in the North.

Artistic Paris has been captivated by the work of a fifteen-year-old sculptress, Mlle. Huguette Vitor, whose plaster cast of a little girl putting her doll to sleep is exhibited at the Salon. As our photograph shows, there is a charming naturalness about the figure of the child. In view of the artist's youth, she should have a great future.

Little Willy Ferrero, the wonderful seven-year-old Italian boy whose gifts as a conductor have astonished musical London, was the other day received, with his parents, by Queen Alexandra at Marlborough House. In St. Petersburg, where he conducted the Imperial Orchestra, he had been presented to her Majesty's sister, the Dowager Empress Marie of Russia. At Marlborough House he wore on his breast a gold medal given him by the Tsar, and round his neck a small gold watch set with diamonds, also a present from the Emperor.



A FIFTEEN-YEAR-OLD EXHIBIT OF SCULPTURE AT THE SALON: Mlle. HUGUETTE VITOR AND HER PLASTER CAST, "LA FILLETTE ENDORMANT SA POUPÉE."

held the office of Lord Mayor—first, Mr. R. J. McMurdie, and, more recently, Sir James Henderson, managing proprietor of the *Belfast News Letter* and the *Belfast Weekly News*. Sir James became the first Lord Mayor of Greater Belfast in 1898, and, two years later, the first High Sheriff for the County



Photo. Elliott and Fry.  
THE LATE SIR JAMES  
HENDERSON,  
Managing Proprietor of the "Belfast  
News Letter."



Photo. Elliott and Fry.  
THE LATE MR. WALTER  
WATTS,  
Agent-General of the Niger  
Company.

and City of Belfast. In 1900 he was also President of the Institute of Journalists.

Next to the chief Government officials, the late Mr. Walter Watts was probably the best-known European in Northern Nigeria, and he was certainly one of the most popular. He entered the service of the Niger Company when he was twenty-three, and



Illustration Photo. Co.  
SAFE IN LONDON WITH HIS BRIDE, AFTER PERILS IN THE  
ANTARCTIC: DR. DOUGLAS MAWSON AND MRS. MAWSON  
ON THEIR ARRIVAL AT VICTORIA.



Illustration Photo. Co.  
ON HIS VISIT TO QUEEN ALEXANDRA: LITTLE WILLY FERRERO,  
THE WONDERFUL CHILD CONDUCTOR, BESIDE A SENTRY  
AT MARLBOROUGH HOUSE.



# EAST MEETING WEST: THE TELEPHONE IN TURKEY.

DRAWING BY FRIZ FLOU-GOIRA. PHOTOGRAPH BY SHAW AND JOELLIS.



WITH VEILED, AS WELL AS UNVEILED, OPERATORS: IN AN EXCHANGE IN CONSTANTINOPLE.

The telephone system of this country, concerning which Mr. Hobhouse had so much to say in the House of Commons not long ago, is of such enormous importance and of such widespread interest that this drawing should attract special attention, as showing that even very eastern Turkey is coming into line with the West in the matter of rapid communication. During the recent troublous times in Turkey, a band of British telephone-engineers were hard at work there, and the result is a thoroughly up-to-date telephone system which was lately brought into use. Three large exchanges have been opened—one at Pera, one at Stamboul, and one at Kadiköy—

and eleven smaller exchanges, dotted about Constantinople, are now being set up. There are already 4000 subscribers. The chief operators, the supervisors, were taught in the London Operating School of the Post-Office and in London exchanges. The operators are Armenians, Greeks, Jewesses, Turkish women, and British women. The Turkish telephone-girls work veiled; and, in many cases, wear the all-enveloping cloak of tradition, the tcharchaff. The photograph below the drawing is of the Constantinople Telephone Company's operating staff; with Miss F. J. Minter, in charge of the Traffic Department, in the centre.





## MUSIC.

MUSIC in London last week was quite beyond the limits of our man's appreciation. Not only was Covent Garden extremely busy with revivals, but the concert-halls were in great demand. One concert was hardly over before the hall had to be prepared for the next. As far as established reputations are concerned, this does not greatly matter; there is always an audience for old favourites. Newcomers, on the other hand, are severely handicapped; for, with so ample an arm of choice, the amateur hesitates to risk an afternoon or an evening with the new singer or player when he can look for certain satisfaction from the old.

At Bechstein's Dr. George Henschel brought to a close the long career as a singer that dates, as far as England is concerned, from the late 'seventies. His interesting personality may not be lost in London; there will, perhaps, be a place where his gifts as a conductor will find scope. He has played a great part in forming some aspects of British musical taste: what, for example, would have become of Brahms in this country but for Henschel and Joachim? It is interesting to note that at his last recital he introduced one of the songs he sang when he made his debut in England.

Limits of space forbid more than briefest mention of last week's opera, but the performances of "Die Meistersinger" and "Lohengrin" under Nikisch cannot be overlooked. The great conductor has not directed the first-named opera in England before, and if he was inclined to soften the more virile aspects of the music—a tendency shared by some of the chief singers—no more poetic rendering of the score has been heard at Covent Garden.

Maisner as full of dramatic fire, and her voice is both big and true. As a role, "Lohengrin" is received

with rank among the finest that Covent Garden has given us for many years. The revival of the passing week is "La Tosca," which will bring Mme. Edvina M. Marcoux back to the stage, and Signor Polacco to conductor's desk.

The Misses May and Beatrice Harrison gave a delightful recital at Bechstein's last week, and did fullest justice to themselves and to their appreciative audience. Each is master of her instrument, and each has a profound understanding of the best music. Given these conditions and an accompanist as skilled and sympathetic as Mr. Hamilton Harty, and complete enjoyment is the reward of the music-lover. Miss May Harrison was, perhaps, at her best in the "Romance" by Rachmaninoff, and Miss Beatrice Harrison in the sonata for 'cello and piano by Valentin. In each case the phrasing was exquisite, and the tone-gradients were infinitely delicate. It was possible to enjoy thoroughly every item on the programme.

The latest prodigy, Willy Ferrero, who conducts by ear and by memory, has been so extensively and completely "boomed"—the word is used here with an apology to Lord Halsbury—that there is no need to say more than that the boy is not to be accounted for by anything within the scope of our knowledge. He will direct a series of concerts at the Albert Hall for the benefit of charity, and those who see him will be pardoned if they recall Goldsmith's familiar lines: "And still the wonder grew, That one small head could carry all he knew."

It would probably surprise many people to learn that there



"AFTER THE GIRL," AT THE GAIETY: MR. WILL EVANS AS BILL DARSLEY.

Photo by Foulsham and Bantlett, Ltd.

Herr Hender's stately presence and superb voice made the part of Hans Sachs more than ever significant; and in Johannes Sembach we heard the finest Walther that Covent Garden has known in the twentieth century, and for some years previous to its arrival. Other singers of last week's performance were very good, but these two overshadowed them. In "Lohengrin," the great success of the revival fell to Miss Maude Fay, who, if we are not mistaken, is an American singer. She has been heard at Covent Garden this season already, and her Sieglinde was a very charming impersonation; but it was left for the very familiar rôle of Elsa to display to greatest advantage the natural beauty of her singing, her gifts as an actress, and the consummate ease with which she can control and direct her voice. A newcomer, Mme. Matzenauer, was hardly less successful as Ortruda; indeed, there was considerable discussion in the house as to which was the more effective singer, though all were agreed that it was a genuine pleasure to listen to both. Mme.



"MAM'ELLE TRALALA," AT THE LYRIC: MISS YVONNE ARNAUD AS SOCIÉTÉ, KNOWN AS "TRALALA," AND MR. JAMES BLAKELEY AS BRUNO RICHARD.

with appreciation rather than with enthusiasm, but Friday's performance sent many a thrill through the audience, and Nikisch contrived, without allowing any orchestral points to be sacrificed, to hear all the singers' legitimate claims well in mind. Herren Cornelius,



"AFTER THE GIRL," AT THE GAIETY: MISS EMMY DORIS.

Photo by Foulsham and Bantlett, Ltd.



"MAM'ELLE TRALALA," AT THE LYRIC: A SCENE IN THE LITTLE MOUSE RESTAURANT. From left to right are Miss Gledys Geymour as Claire, Miss Amy Augarde as Mme. Richard, Mr. Ernest Hendrie as Aristide Volney, Mr. Tom A. Dole as Max, and Mr. James Blakeley as Bruno Richard.

Kless, and Knüpfer, as Lohengrin, Tetramund, and Henry the Fowler, were at their best. Indeed, the performances of "Die Meistersinger" and "Lohengrin"

The aim of the Union is not so much violin "prodigies" as to inculcate a love and in that it has been singularly suc-

are something like pupils in elementary London and the Hertford who are learning the violin. The fact the work of the National School Orchestra evidence of its value for the Steinway May 2, when a demonstration was boys and girls who Union's scholarship the direction of structure, Mr. Paul of the Guildhall Music. The young performers appreciated by audience. Ratepayers to grumble at the education will be relieved that the scheme receive State aid. men find their ornaments, and the six free scholarships provided proceeds of the given by the you at the Crystal Palace is to take place



## THE MAWSON EXPEDITION: THE MERTZ GLACIER AND THE "AURORA."

REPRODUCED BY COURTESY OF MR. WILLIAM HENRIKSEN.



NAMED AFTER ONE OF THE TWO COMPANIONS DR. DOUGLAS MAWSON LOST DURING HIS GREAT ADVENTURE IN THE ANTARCTIC: MERTZ GLACIER—THE BARRIER FACE.



DR. DOUGLAS MAWSON'S SHIP, HIS GOAL DURING THE RETURN FROM THAT TERRIBLE JOURNEY ON WHICH LIEUTENANT NINNIS AND DR. MERTZ DIED: THE "AURORA," WHICH THE EXPLORER "MISSED," MAKING HER WAY THROUGH THE PACK-ICE.

In an account of his work in the Antarctic, Dr. Douglas Mawson told the other 67 of his adventures and, especially, of that journey from the base, to explore unknown land, on which he was accompanied by Lieutenant Ninnis, of the Royal Fusiliers, and Dr. Xavier Mertz, Swiss scientist and champion ski-runner. It was while on this particular enterprise that Lieutenant Ninnis disappeared in a crevasse and was lost; and that Dr. Mertz, growing weaker and weaker, died. So it came that

Dr. Mawson had to struggle on alone, with the skin off the soles of his feet and much of the rest of his body. He was labouring on when he came across that glacial valley which he named after Mertz. Truly, the fact that he ever reached his base is another proof of how much a courageous man can endure. And, on attaining that base, he found that the "Aurora" had gone, giving him up for lost, but leaving behind seven volunteers. With them he had to spend another winter in the Antarctic,





NAPOLEON BONAAPARTE: THE GIGANTIC FIGURE OF THE "EMPEROR"



LITERATURE



GRANT ROBERTS AND THE EMPEROR'S JEWELRY

Emperor of Elba. If there be one subject more than another which commands our personal interest, it is the character and career of the greatest figure in history since Adam Cantor. Of all the thousands of battles we have fought, what is the one which we are most first of reading about? Waterloo, of course; and though next year it will be just a century old, we welcome every new contribution to the

has just been presented to us in a handsome and profusely illustrated volume, "Napoleon in Exile: Elba" (Stanley Paul and Co.) from the erudite and accomplished pen of Mr. Norwood Young, whose learned labours are supplemented by a chapter on the "iconography" of the island and other side-lights connected with the subject from the equally expert hand of Mr. A. M. Broadley, so well known as a Napoleonic connoisseur and collector. The special charm of this most interesting volume (bound in green—the colour of "Bonaparte's" favourite uniform) is that, apart from its compressing and co-ordinating into a complete whole all that has hitherto been known of the Elba interlude, it also contains much absolutely new material, including letters signed or initialed by Napoleon, as collected by the late Earl of Crawford. The result is a most fascinating amalgam—far more engrossing than any romance of Dumas. Much sidelight is contributed by Colonel Neil Campbell, a son of the Laird of Duntroon—a cadet branch of the ducal family of Argyll—who fought all through the Peninsula, and was the English Commissioner each of the treaty Powers was represented by one—appointed to accompany Napoleon to his island home, of which he was to be the Sovereign, as absolute as Sancho Panza had

had been guaranteed an annuity of two million francs as a charge on the revenues of Royalist France, and it was the irregularity of Louis XVIII. in the payment of this income which Napoleon pleaded in justification of the breach of his own particular share of the compact, and of his breaking good



IN THE COUNTRY HOUSE OF "THE EMPEROR OF ELBA": NAPOLEON'S STUDY IN THE VILLA SAN MARTINO AS IT IS TO-DAY.

In June 1814 Napoleon, during his exile at Elba, bought an estate at San Martino, three miles from Portoferraio, and converted a warehouse into a small villa. The study was 15 ft. by 21 ft. The main room now belongs to Prince Camille Ruffini. (From "Napoleon in Exile: Elba.")



FROM A SKETCH TAKEN BY AN OFFICER ON THE 11th DAY, ending with his final consignment to a island—St. Helena, which is to form a sequel present volume in the shape of two more to be published about this time next year. "No man in times," truly says Mr. Young, "has acquired reputation for transcendent unconquerability like Napoleon. A grenadier, on hearing the report of death at St. Helena in 1821, expostulated: 'He? It is evident that you do not know

From Mr. A. M. Broadley's Collection—Reproduced in "Napoleon in Exile: Elba."

already enormous mass of literature therewith connected, as if it were the discovery of some fresh facts in the life of Shakespeare. The prelude to Waterloo was Bonaparte's seizure as a sort of sovereign exile on the Italian island of Elba, with its area of eighty-five square miles, and the story of this episode in the career of the Sublime Corsican

#### NAPOLEON IN EXILE: ELBA.

BY NORWOOD YOUNG.

With a Chapter on the Iconography by A. M. Broadley, with 31 Illustrations from Mr. Broadley's Collection. (Illustrations reproduced by Courtesy of the Publishers, Messrs. Stanley Paul and Co.)

been in the corresponding islet of Barataria. To that island the fallen Emperor—under conditions very favourable to himself, considering the mischief he had worked throughout all Europe—was conveyed in the British frigate *Undaunted* (Captain Locker); and one of the officers, Lieutenant Hastings, gives us a very vivid glimpse—now for the first time made public—of the personality of the tremendous Corsican. How tall was he? "His height is five feet five inches, inclining to fairness, which makes him appear inactive and unworldly. His eyes are grey, extremely penetrating; the expression of his countenance is by no means agreeable, and his manners are far from dignified or graceful." Among other favourable conditions granted him by the Treaty of Fontainebleau, under which he abdicated from the throne of France after the entrance of the Allies into Paris in 1814, Napoleon

so to speak. Then came the wonderful "11th Days," ending with his final consignment to a island—St. Helena, which is to form a sequel present volume in the shape of two more to be published about this time next year. "No man in times," truly says Mr. Young, "has acquired reputation for transcendent unconquerability like Napoleon. A grenadier, on hearing the report of death at St. Helena in 1821, expostulated: 'He? It is evident that you do not know



USED BY NAPOLEON WHEN HIS WHOLE ARMY CONSISTED OF 1200 MEN: HIS ELBAN STANDARD.

From an Engraving by J. G. B. (After a drawing by Napoleon). Napoleon had at Elba a military force of some 1200 men, including the Guard, gunners, sailors, Poles, Corsicans, and gendarmes.

From "Napoleon in Exile: Elba."



NAPOLEON'S PRINCIPAL RESIDENCE IN ELBA: THE MULINI PALACE, PORTOFERRAIO AS IT IS TO-DAY.

Napoleon selected a house situated on the summit above the town, close to Fort Stella, the windmill which had given the house its name. On the 21st May [1814] Napoleon himself in the Mulini Palace. The etiquette of the Imperial Court was established.

From "Napoleon in Exile: Elba."



## THE MAWSON ANTARCTIC EXPEDITION: ANIMAL LIFE PHOTOGRAPHED.

REPRODUCED BY COURTESY OF MR. WILLIAM HEDDERLEY.



THE GREAT ENEMY OF THE ANTARCTIC PENGUIN: A SKUA GULL PHOTOGRAPHED BY THE MAWSON EXPEDITION.



PHOTOGRAPHED, ON THE DESOLATE MACQUARIE ISLAND, BY THE MAWSON EXPEDITION: A ROYAL PENGUIN.



SHOWING THE "TRUNK": THE HEAD OF A BULL SEA-ELEPHANT.

Our readers will no doubt recall that at one time there was fear that the Australasian Antarctic Expedition under Dr. Douglas Mawson had met with the gravest of all misfortunes. As it happens, tragedy did enter largely into the adventure; for Lieutenant Ninnis and Dr. Mertz lost their lives, and Dr. Mawson himself suffered terrible privations. Beyond that, all was well; and Dr. Mawson is back in civilisation again with the knowledge of much good work done. A feature of the enterprise was the establishment of a wireless system, by the erection of a station on the desolate island of Macquarie, which linked the Antarctic with Melbourne. Amongst the results obtained

must be mentioned important oceanographic investigations between Australia and Antarctica and along the Antarctic Continental shelf; the discovery of new lands and islands; the setting-up of two Antarctic wintering stations on lands never before sighted and 1000 miles apart; journeys over sea ice and the Continental Plateau in regions over which sledges had never been before; and the mapping-out and investigation of Macquarie Island, from which weather communications were sent daily by wireless to Australia for use in the preparation of forecasts. Dr. Mawson named two newly-discovered land-masses King George V. Land and Queen Mary Land.



## BIRDS IN WHOSE LAND THE EXPLORER IS AN INTRUDER

FROM "ANTARCTIC PENGUINS," BY DR. G. MURRAY LEVICK



### ABLE TO FLY WHEN THE SEAL RAN ABOUT ON FOUR LEGS LIKE A

In his extraordinarily fascinating book, "Antarctic Penguins: a Study of Their Social Habits," Dr. G. Murray Levick, Zoologist to the Scott Expedition, has much the exceedingly interesting to say, more especially about the Adèle, which, seen for the first time, seems "a very smart little man in an evening-dress suit, so sleek and immaculate is he, with his shimmering white front and black back and shoulders." To begin with, he notes: "The penguins of the Antarctic regions very rightly have been termed the true inhabitants of that country. The species is of great antiquity, fossil remains of their ancestors having been found, which showed that they flourished as fully as the Eocene period. To a degree far in advance of any other bird, the penguin has adapted itself to the sea as a means of livelihood, so that it rivals the very fish-



# THE TRUE INHABITANTS OF THE ANTARCTIC REGIONS.

BY COURTESY OF THE PUBLISHER, MR. WILLIAM HEINEMANN.



**DELICATE PENGUINS—SMART LITTLE MEN IN EVENING-DRESS—ON THE ICE FOOT.**

proficiency in the water has been gained at the expense of its power of flight, but this is a matter of small moment, as it happens . . . Here . . . there are none of the bears and foxes which inhabit the North Polar regions, and once ashore the penguin is safe. The reason for this state of things is that there is no food of any description to be had inland. Ages back, a different state of things existed: tropical forests abounded, and, at one time, the seals ran about on shore like dogs. As conditions changed, these latter had to take to the sea for food, with the result that their four legs, in course of time, gave place to wide paddles or 'flippers,' as the penguins' wings have done, so that at length they became true inhabitants of the sea."



## SCIENCE AND NATURAL HISTORY

IN QUEST OF  
THE BOOKOF SACRED  
SCIENCE.

Among the Amazon Indians, near Santarém, Brazil, is a flock of Parakeets, and a large tree, the fruit of which is used by the Indians.

## SCIENCE JOTTINGS.

SURGERY AMONG BIRDS.

SPORTSMEN are very much among the most generous of men. Hence it is that even in this year of grace 1914 there are to be found among them not a few who still believe, as our forefathers believed, that birds which have the misfortune to break a leg will forthwith proceed to set the damaged limb with a skill that would not disgrace an accomplished surgeon. The latest story

the sport must have been intentional and not accidental. A further case is that of a woodcock shot by M. Victor Laroche, a Swiss sportsman. This bird was found to have an old wound on its breast which had been covered by a large plaster, composed of small downy feathers and fixed firmly on to the wound by the dry blood. On another occasion he found another woodcock with another similar plaster applied to a wound on its back. In these cases one could add at least a score others all equally seriously vouched for, incredible though this may seem. There is surely

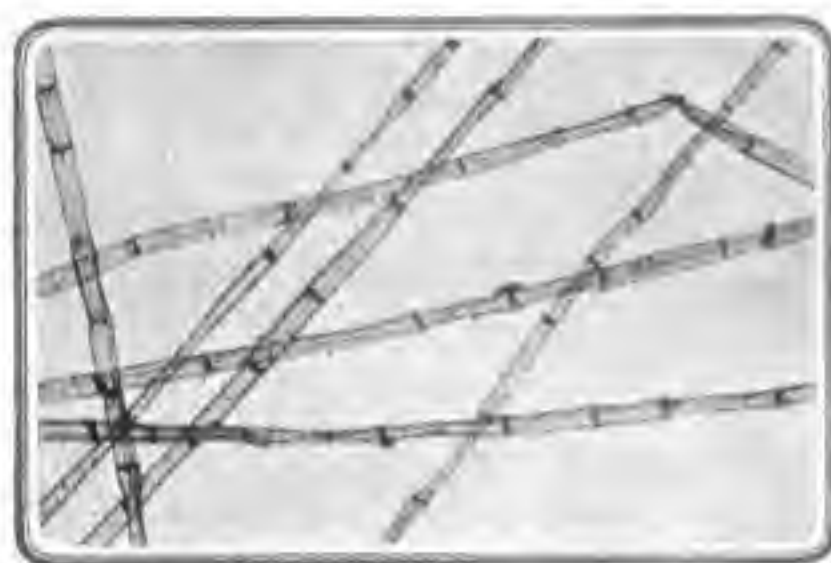
no need to attempt to demolish stories so quaintly grotesque. The presence of a mass of feathers matted together by blood and earth is an obvious consequence of such injuries. Why is it that nearly all such recorded cases are of snipe and woodcock?

Where lapwings breed where sheep are grazed, it often happens that their feet become tightly encircled by bands of wool; these eventually cut off the circulation, and cause gangrene and the sloughing of the foot. How is it that these birds do not pick off the wool as it accumulates, and so save an otherwise uninjured foot? Young terns, when they are reared amid thistles, often have their feet pierced by thorns; grains of sand finding their way into the wound cause suppuration, and the loss of the foot. We shall, no doubt, some day hear of some avian Androcles making a point of extracting applying some healing balsam

these thorns and to the wound.

The way in which feathers, and other foreign matter, will adhere to, and accumulate around, the seat of injuries to the feet of birds is well known. The

most famous case is that quoted years ago by Darwin. This was that of a red-legged partridge which was found to have a ball of earth, measuring 7½ inches in circumference and weighing 6½ ounces, around one of its feet. After softening the earth, he removed therefrom a number of seeds and sowed them. No fewer than eighty-two plants



CLAIMED TO BE THE CAUSE OF "COLDS" AT THIS TIME OF THE YEAR. SPICULES, RELEASED BY THE BREAKING UP OF THE FRUITBILLS OF PLANE-TREES, WHICH ARE SAID TO SET UP IRRITATION OF THE THROAT, NOSE, AND EYES—MUCH MAGNIFIED. Writing in the "Times" the other day, Mr. H. D. O'Sullivan argued that the increasing amount of bronchitis and catarrhal irritation at this time of year is due to a large extent to the plane-tree. "We shall, as usual, see crowds of people sitting on pines chairs under the trees in Hyde Park

Everlastingly true.

of this kind comes from Vienna. A snipe, we are gravely told, was shot in the autumn of 1913 in Transylvania; and when picked up it was found that one of its legs had been broken above the ankle, and set by means of bandages made of feathers. These had been held in place by "some sort of adhesive mixture, so artistically and effectively applied that the efforts to remove it and reach the injured spot failed . . . so that the interesting specimen could be preserved in its original condition."

The editor of an English sporting paper proceeds to enlarge on this wonderful story, adding, in all seriousness, what he evidently regards as corroborative evidence. He quotes the case of another snipe, killed at Wei-hai-wei on May 31, 1913, which at the time of its death, by punctures from a shot-gun, was suffering from a broken leg. The foot, we are told, "though somewhat withered and dark-skinned, was in perfect working order"—which sounds a little contradictory. "Further examination disclosed a lump at the seat of the fracture, which proved to consist of some dark feathers and very delicate grass fibres, which, with an admixture of muddy matter, had formed a splendid substitute for a splint. Both the feathers and the fibres had been so recently and so securely wound on the injured leg that it was as neatly fixed as could have been done by human agency; and two of us who examined the bird are convinced from this fact that



GIVERS OF "COLDS": SPICULES OF A BROKEN FRUITBILL OF A PLANE-TREE, SAID TO BE A GREAT CAUSE OF IRRITATION OF THE THROAT, NOSE, AND EYES—MUCH MAGNIFIED.

between the Governor and Stattholder Galas, all obviously suffering from colds or from severe irritation of the throat, nose, and eyes. If they examine carefully the surface of their clothes, particularly with a magnifying-glass, or if they care to have a more scientific investigation made microscopically into the condition of their throats and noses, they will find a number of tiny spicules which are being liberated in rapidly all over London by the breaking-up of the fruitbills of the plane-trees. . . . The danger of these trees has been known since the days of ancient Greece, and in some parts of Germany it has been found necessary to forbid by law the planting of these trees in the neighbourhood of the schools."



A "COLD-GIVER" THE PLANE—SHOWING MALE AND FEMALE FLOWERS, POLLEN SACS, AND FRUIT.

A. Male flower, with three groups of male flowers. The leaf is 1 inch long. B. Male flower, showing three times the size in summer and autumn. C. Pollen sacs, or anthers, with pollen. D. Female flower, with three groups of flowers. The male and female are the same tree. E. Female flower. F. Fruit.

came up, representing at least five species notwithstanding the fact that the ball from which they have taken was three years old. This experiment demonstrates not only the vitality of seeds, but one of the ways in which birds nurse seeds.

Incidentally, in the case of this agricultural weed, not seldom endangering the lives of little owls, and, ample, mouse-hunting wormwood bushes, the bees smear their plumage with the fruits thereof, which, after a shower of rain, are sticky. And, in like manner, the frigate-birds, among the braconids, get their seeds clogged with the seeds that they are flightless, and so perishing of starvation. If woodcock possess sufficient intelligence to diagnose the leg and to take necessary measures to cure the injury, one would suppose the much simpler process of removing the offending matter from the feathers would be resorted to. All this goes to show that the woodcock possess sufficient intelligence to do either the one or the other. W. P.



## WONDERS OF THE HEAVENS: VII.—LIFE ON MARS?

DRAWN BY SCRIVEN BOLTON, F.R.A.S.

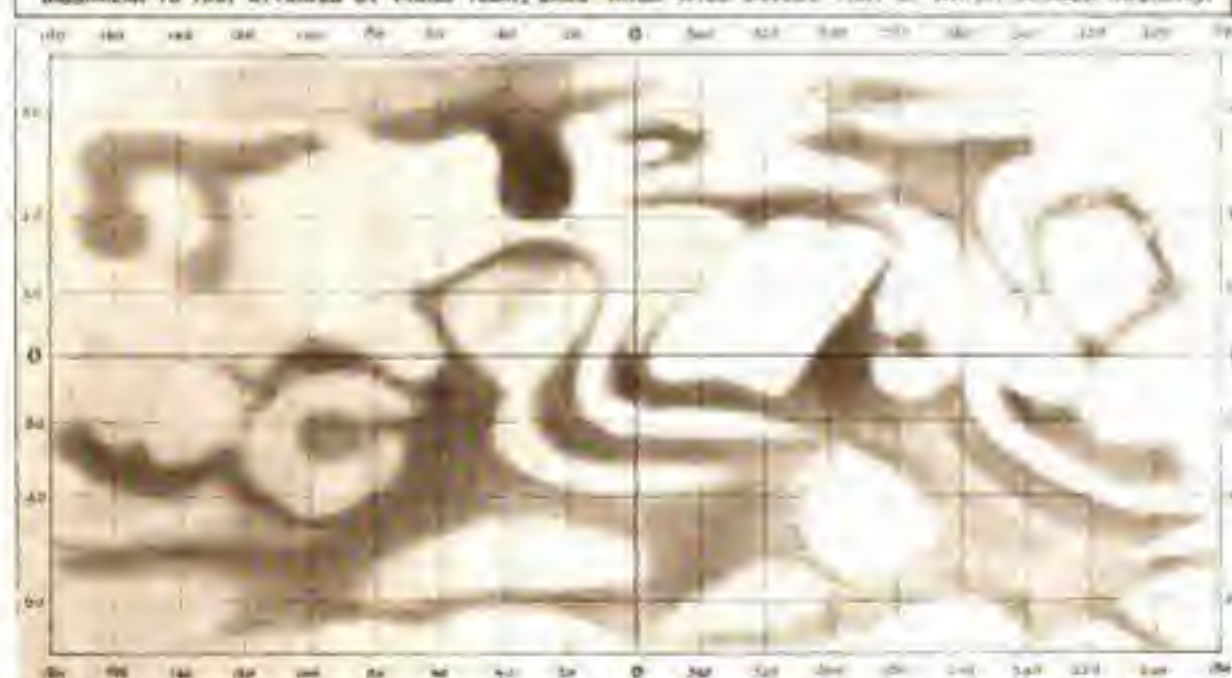
DESCRIBING his drawing, Mr. Scriven Bolton says:—According to the place, the planets have been evolved from the gaseous cloud. Hence, it may be, the material properties of each are similar. The same cooling process and contraction are shared by all. Although the birth of one does not antedate that of another, a difference is found in their sizes, since the smaller ones are cooling faster than the larger. Jupiter, ten times larger than the earth, might represent the earth in the youth of its career millions of years ago; Mars, much smaller than the earth, is older, physically, though not in years, and represents a stage of evolution one step reached by our world. Its atmosphere, if ever as dense as ours, is now comparatively rarefied. Evolution has it that, like the earth, Mars must once have been covered by water.



COMPARATIVE DIMENSIONS OF MARS AND THE EARTH. THE PHYSICAL RESEMBLANCE 'TWIN' BOTH WORLDS IS SEEN IN THE SUPPOSED MARTIAN LAND AND WATER, AND IN THE POLAR "SNOWS" WHICH WAX AND WANE WITH THE SEASONS.



MAP OF THE WORLD, WHEN OUR GLOBE, IN THE REMOTE FUTURE, REACHES AN ADVANCED STAGE OF EVOLUTION NOT DISSIMILAR TO THAT ATTAINED BY MARS TODAY, LAND-AREA WILL EXCEED THAT OF WATER (SHADED REGIONS).



MAP OF MARS. THE DISTRIBUTION OF WHAT IS REGARDED AS LAND (WHITE) AND WATER (DARK) ASSIMILATES FUTURE TERRESTRIAL DISTRIBUTION REFERRED TO ABOVE.

Scriven Bolton del.



MARS IN SEPTEMBER 1909. THE S. POLE IS TILTED EARTHWARDS.

REPRESENTING A STAGE OF EVOLUTION NOT YET REACHED BY OUR WORLD: MARS—AND ITS LIKENESS TO THE EARTH.

(Continued.)

Atmospheric rarefaction, absorption of water by the crust, and a wrinkling of the latter due to contraction, caused dry land to appear. Probably the epoch reached by Mars will be attained on Earth when land area equals that of water. Surface features in both worlds are strikingly analogous, and although the present stage of their life histories does not coincide, if life exists on one, it may obtain on the other. Moreover, the presence of water vapour in Mars' atmosphere, as determined by Professor Lowell, opens the door to the probability

of Martian life. Large tracts of supposed vegetation are commonly observed, which change colour according to the Martian seasons. Although the temperature must be rather lower than here, a Martian might live without discomfort in the equatorial regions, especially in proximity to the supposed water-basins, since more inland we apparently gaze upon great arid deserts. With the march of the ages, the earth's crust must grow drier, and her continents must ultimately yield to conditions more severe than those of Central Sahara."



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17. SIR GEORGE J. FRAMPTON.
18. MR. SHERIDAN J. STUBBS.

The 140th Exhibition of the Royal Academy of Arts was opened at Burlington House for the Private View on May 1, and subsequently to the general public. The King and Queen paid a private visit on the afternoon of Sunday, May 3, and bought several pictures, among them one by Mr. B. W. Leader, R.A. The history of the Royal Academy dates back to the beginning of the reign of George III. When he came to the throne in 1760 he at once began to encourage art, and in that year was held the first Exhibition that attracted public notice. Five years later, George III. granted a charter to "The Incorporated Society of Artists." This, however, did not





## ART: THE ROYAL ACADEMICIANS AND THE P.R.A.

ARTIST, S. BEGG.



1. Mr. Richmond L. Bouverie, R.C. (died)
2. Mr. J. Seymour Lucas
3. Mr. A. S. Cook
4. Mr. John S. Sargent
5. Sir Luke Fildes
6. Mr. Sebastian A. Fowles
7. Mr. W. Ham Tuckers
8. Mr. Frank Dickson
9. Mr. Alfred Parsons
10. Sir W. Goschen Jones
11. Sir Thomas Henry, K.C.B.
12. Sir Frank Seymour
13. Mr. E. A. H. Dore, R.A. (died)
14. Sir James G. Jackson, R.C.
15. Mr. L. Dumas Elmy
16. Mr. Percy Graham
17. Mr. Arthur Hacker
18. Mr. Philip Hayman
19. Mr. J. W. Waterhouse
20. Mr. W. W. Oulton
21. Mr. Martin Stone

proved entirely successful, and on December 10, 1768, there was founded, with the King's approval, "The Royal Academy of Arts in London, for the purpose of Cultivating and Improving the Arts of Painting, Sculpture, and Architecture." The first President was Sir Joshua Reynolds, and the first headquarters of the Society were at Somerset House. In 1836 it was removed to Trafalgar Square, and in 1869 to its present home at Burlington House, Piccadilly. The Royal Academy consists of forty Academicians and thirty Associates. The fact that our list of Academicians contains only thirty-nine names is due to the recent death of Sir Hubert van Herkener.



## UNCLE TO THE KING BY MARRIAGE: A GREAT HIGHLAND CHIEF.

Illustration by Thomas.



THE LATE DUKE OF ARGYLL, K.G., P.C., K.T., WHOSE MARRIAGE TO PRINCESS LOUISE TERMINATED AN ETIQUETTE NOT DISTURBED SINCE 1515, WHEN MARY TUDOR, DAUGHTER OF HENRY VII., MARRIED THE DUKE OF SUFFOLK.

John Douglas Sutherland Campbell, ninth Duke of Argyll, who died at Kent House, East Cowes, on the night of May 2, had a career of singular interest. Not only was he a great Highland chief and a man of many and varied activities, but his wedding to Princess Louise, fourth daughter of Queen Victoria, gave him a unique position. Before that marriage there had been in this country no alliance between an English Princess and one not of the Blood Royal since Mary Tudor, youngest daughter of Henry VII., married Charles, Duke of Suffolk, in 1515. It need not be said, therefore, that the wedding of Princess Louise and the Marquess of Lorne, in St. George's Chapel, Windsor, on March 21, 1871, was an event of unusual note. The late Duke had many honours and filled a number of important positions. He was M.P. for Argyllshire (L.) for ten

years, and M.P. (L.U.) for Manchester (S. Division), for two years; was private secretary to his father at the India Office for three years; and was Governor-General of Canada and Commander-in-Chief of Prince Edward Island from 1878 until 1883. At the time of his death, he was Governor and Constable of Windsor Castle. At the Coronations of King Edward VII. and King George he carried the Royal Sceptre. Amongst other offices he held those of Governor of the Knights of Windsor, Master of His Majesty's Household in Scotland, Vice-Admiral of Argyll and the West Coast of Scotland, Chancellor of the Order of St. Michael and St. George, Keeper of Dunoon and Carrick Castles, and Keeper of the Great Seal of Scotland. He was born on August 6, 1845, and for most of his life was known as the Marquess of Lorne. He succeeded to the Dukedom in 1900.



THE ROYAL ACADEMY, 1914.



*"The Little Archer." Charles Sims, A.R.A.*



# THE ROYAL ACADEMY, 1914: THE KING; GEOGRAPHY; AND CHURCH.



THE COPYRIGHT OF THESE PICTURES IS STRICTLY RESERVED. THE PORTRAIT OF THE KING WAS PAINTED FOR THE ROYAL YACHT SQUADRON.  
Painted by the Artist at Windsor, Devonport, and H. Waller Roberts.



THE ROYAL ACADEMY, 1914: ONE OF THE MOST BEAUTIFUL PICTURES.



*"ETERNAL EVE."—GABRIEL NICOLET.*

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THE ROYAL ACADEMY, 1914: THE STATE: THE CHURCH: THE ARMY.



THE ILLUSTRATION OF EACH PORTRAIT IS STAGED BY THE ARTIST. THE PORTRAIT OF THE DUKE OF BEDFORD WAS PAINTED BY THE MEMBERS' LOUISA BOWEN, AND THAT OF VISCOUNT MORLEY BY LINDA COLLIER. FRENCH: THE PORTRAIT OF THE ARCHBISHOP OF YORK, MORLEY AND COLLIER: COLLIER.



By Direct Colour: A Royal Academy Picture, 1914.



*"Through the Looking-Glass."—Stanhope F. Forbes, R.A.*

Presented by the Council to the Trustees of the National Gallery, London.



# THE ROYAL ACADEMY, 1914: PICTURES MILIT.



*"The 28th (1st Gloucestershire) at Waterloo." W. H. W. W.*



*"That which puzzles all the world." CHARLES ALCOCK.*



*"Spring."*



# NAVAL; "PROBLEM"; SEASONAL; THEATRICAL.



"LIGHT CRUISERS." ARTHUR J. W. BURGESS.



GEORGE HENRY, A.R.A.



"THE TRIUMPH OF HARLEQUIN." FREDERICK G. SWAISH.



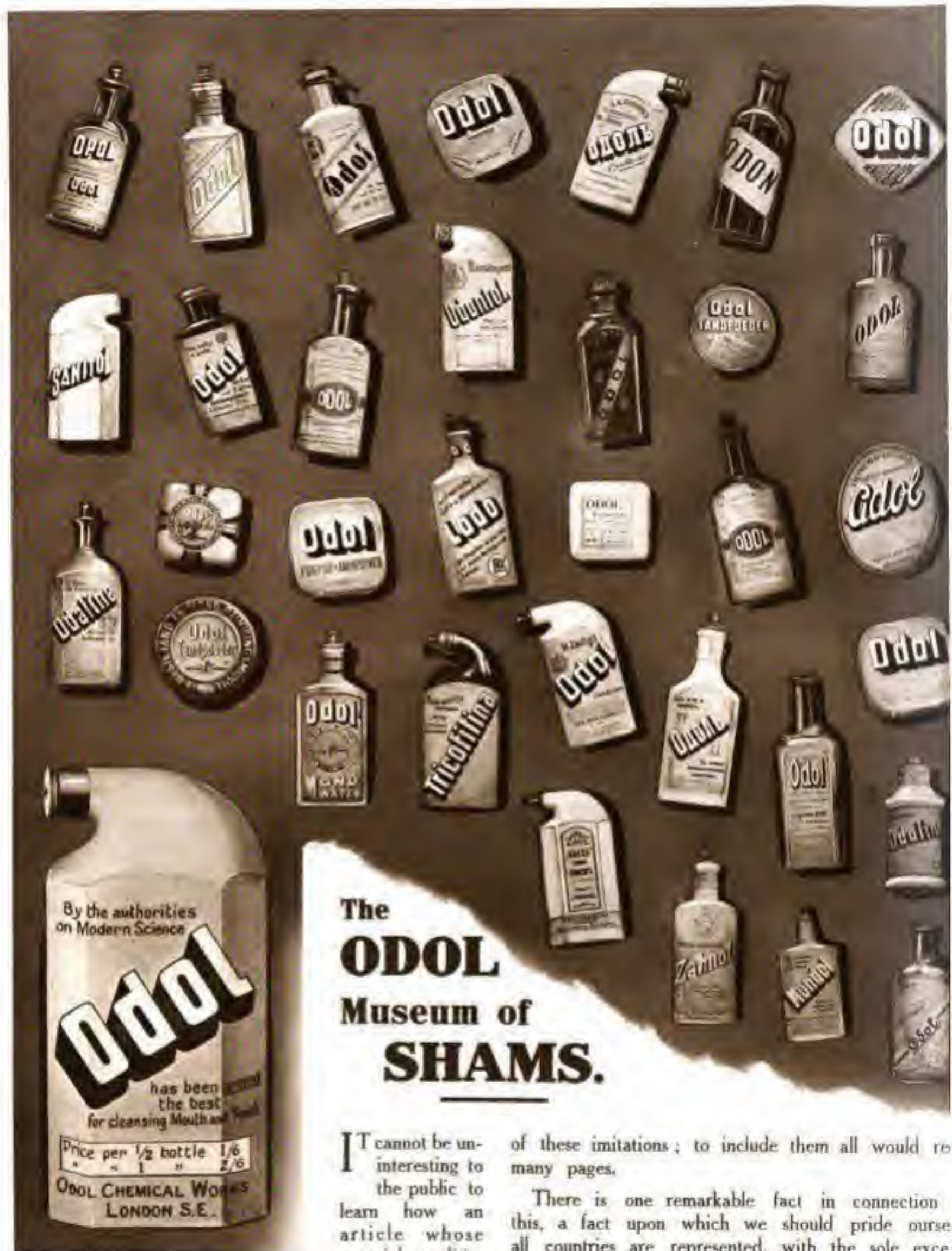
By Direct Colour: El Royal Academy Picture, 1914.



"The Master."—Richard Jack, R.R.P.

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of these imitations; to include them all would require many pages.

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of these imitations; to include them all would require many pages.

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## ART NOTES.

THOUGH any list of Academy successes must be filled with familiar and elderly names, the exhibition is not a stale one. It is a fresh and lively Academy, not so much by virtue of young exhibitors as by the rejuvenation of the old. The swing of the pendulum after suspending us for a horrid twelve-month over the already ancient iniquities of Futurism lands us again in the boyish company of Mr. Storey and the President. Mr. Storey's two delightful portraits were painted, it is true, many years ago, but the spirit that now moves him to exhibit them is a young one; and Sir Edward Poynter's "Sea-Bath" may, without cavil, hold the place of honour in the Large Room. It reintroduces us pleasantly enough to a forgotten Golden Age—to the Eighteen-Seventies—of Academic composition. Even Mr. Leader is making new conquests, or so it seems to an artist of another order whose milder tones are placed by an unkind Hanging Committee beside the greenest greens that have ever stared from an Academy frame. But Mr. Leader and his greens are, perhaps, too extreme fairly to represent the claims made by the elders upon our regard. We are children of reaction, but we do not yet, we confess, seek admission to the metallic landscapes of the Tea-Tray School.

Apart from the veterans, it is all the same a case of repetition right along the line. The old story holds good—that a Sargent sitter enthralled us, that Mr. Clausen is still in the turnip field, that Mr. Tuke's boys are still bathing, that Mr. La Thangue's maidens is still busy with olives in Liguria, that the wind still blows and the clouds still move across the landscapes of Mr. Adrian Stokes and Mr. Arnesby Brown, that Mr. J. J. Shannon is again disappointing, and that the "picture of the year" is once more the most unpleasant in the whole collection.

Here the old news proves in most cases to be the best sort of news. If the "Lady Rocksavage" betrays us into using the familiar



SITUATED IN THE BEAUTIFUL RAME VALLEY, NEAR THE RHINE.  
BAD KREUZNACH—A GENERAL VIEW.



A FAMOUS RADIUM SALT SPA IN GERMANY: THE NEW KURHAUS AND PALACE HOTEL IN THE KURPARK AT BAD KREUZNACH.

Bad Kreuznach, a famous German health resort, is 80 miles distant from the Rhine, and within an hour and a-half's journey from Frankfurt-on-Main. The new Kurhaus and Palace Hotel were opened this year. The hotel has over a hundred rooms, half of them equipped with thermal baths in direct connection with the radium and salt baths. The amusements include a theatre, orchestra, racing and tennis. Particulars can be obtained from the Kurverwaltung at Bad Kreuznach, or from the Dierland Agency, 5, Regent Street, London, S.W.

phrases about Mr. Sargent's brilliance, the pleasure we have in it is fresh. Beauty is always surprising; Mr. Sargent himself has been taken unawares. The loveliness of dark eyes and hair and a pale skin has spurred him into activity. In the portrait of Mr. Henry James cramped lines and heavy pigment support the theory of Mr. Sargent's weariness, but the "Lady Rocksavage" is keen, vital, young. That it has a look of the eighteenth century and of something older—of Nattier streaked with the wildness of El Greco—takes nothing from its own delightful freshness.

Next to the Sargent hangs Mr. Tuke's masterly passage of sea and sun and flesh-colour. The same artist's "Mrs. W. H. Humphris," in another room, shows an equal capacity for dealing with ranges of interior light and colour, but Mr. Tuke is proving that there is scope enough for development and change in the particular open-air subject of his choice. Mr. Clausen's large picture of June fields and sky is somewhat overpowering, partly because of the position accorded it and partly because he carries the beholder directly into dazzling and perplexing regions of unmitigated light; but his nude "Primavera" in one of the South Rooms and "The Bedding Tree" of the Large Room have beauty such as is equalled, if equalled at all, in only two other pictures among nine hundred.

To the subject-pictures one can turn with no gleam of pleasure, unless Mr. Sims's fancies are to be so classed. He raises, from one room to another, a regular hue-and-cry after Cupid. Since the poor urchin went out of fashion at the end of the seventeenth century, and was in our own time banished to the friezes of restaurants or other discreditable regions, nobody has shown as sincere a regard for him. Mr. Sims is at his best in "The Little Archer" of the Large Room. Of Mr. Cadogan Cowper's "Lacresia Borgia," we may be sure that it will have the eye of the crowd. Nor is the crowd to blame. It is a large picture, full of strident and sticky reds, and of figures and faces and features; and though its "history" is as glaring as its colour, an inviting impression that things are happening on the canvas is received at the first glance. The Hanging Committee, by the way, has in other rooms been strangely

(Continued on page 771)

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SPECIALITIES for MOTORING at VICKERY'S: Motor Dressing Cases, Motor Combinations, Motor Clocks, Motor Tea Shields, Motor Match Boxes, Motor Bags, Motor Yards, Motor Ash Trays, &c. INSPECTION INVITED.



# FURNITURE OF SOLID OAK

The Wardrobe - 3 ft 6 in wide

The Dressing Table 3 ft 6 in wide  
(with swing mirror)The Washstand - 3 ft 6 in wide  
Two Chairs

Price - £25:10:0



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careless of its great public. Mr. Bryan Shaw's "Design for a Drop Act," a picture nicely calculated to "hold the attention," is hung high; and Mr. Dillman's "A Very Gallant Gentleman," in which is pictured the heroism of Captain Dares of the South Polar Expedition, is skied. In one room very few canvases are hung, in deference to the wholly unpopular theory that a crowded multitude of pictures make a bad exhibition. It is a good Academy, and none the less good because it has in some particulars turned from a too strict consideration of the turnstile favour, and in others resisted the new and alien ideas—E. M.

There has just appeared a new Church of England weekly newspaper called the *Challenge*, conducted on original lines, and in no way conflicting with the existing Church papers. It appeals to the general laity, and, while non-party in character, will "give expression to the conviction that Our Lord claims as His own the whole of life, and has light to throw upon all its problems." The venture has the support of the Archbishops of Canterbury, York and Armagh, the Primate of Scotland, and many other leaders of the Church. Its primary objects are thus stated: "To give, briefly and without party bias, news

of the world in Church and State. To deal fearlessly in the Spirit of Christ, with any issue in life which concerns a Christian. To stand for breadth of vision, progress, and unity. To appeal, in simple and direct language, to the heart and understanding of the community."

To spend a summer holiday on one of the great ocean liners is a new and happy idea. The Orient Line, whose palatial 12,000-ton vessels run between England and Australia, are offering sea-trips of fifteen days and upwards from London back to London. The tourist can visit Gibraltar, stay five or six days in the South of Spain, or, omitting that country, can land at Toulon and spend a day or two on the Riviera. Special reduced fares have been fixed for the summer holiday season: i.e., first saloon, £15; second saloon, £10—from London to Gibraltar and Toulon and back to London. A sea-going holiday, which provides exhilarating air, perfect rest, and change of scene, is an unrivalled health restorative.

Many are the theories as to the cause and cure of sea sickness. It was recently stated by Dr. Joseph Robinson, of Chelsea, that the illness is caused by the reflex action which alters the circulation in the semicircular canals of the ear, resulting in dizziness and sickness. This same theory was voiced some eight years ago by Mr. T. B. Mothersill, of Detroit, Canada, after years of patient experiment. So certain was he that he had found a cure that he at great expense visited the country and arranged with a prominent London daily newspaper for a series of trials to be made with his "seasick remedy" on the English Channel and Irish Sea, at a time of the year when the sea was in its worst behaviour. The result, it is claimed, fully established the efficacy of the Mothersill-Sensick Remedy, and we understand that hundreds of testimonials have since been received.

China has hitherto been interpreted to Westerners by Westerners, at any rate as far as journalism is concerned. Now it is to speak for itself to English readers in their own language, through the medium of the *Chinese Review*, a new London monthly



CAUSING THE DRY LAND TO APPEAR FILLING UP THE GREAT SWIMMING-TANK IN THE STADIUM AT THE WHITE CITY FOR THE PURPOSES OF THE ANGLO-AMERICAN EXHIBITION. Considerable changes are being made at the White City, in preparation for the Anglo-American Exhibition to be held there this summer. For one thing, the great tank, 300 feet long in the stadium, where the Olympic Aquatic Sports were held, has been filled up. "The White City," by the way, will be something of a museum, for many of the buildings are being retained. (Photograph by Tupper.)



CONSTRUCTING THE PANAMA CANAL AT SHEPHERD'S BUSH: MAKING A MODEL AT THE WHITE CITY, FOR THE ANGLO-AMERICAN EXHIBITION. (Photograph by Tupper.)

# Votes for Biomalz:



Dr. S. . . . .

I have used the samples of Biomalz which I find an excellent means of increasing physical energy and improving the general condition. I have noticed especially an obvious improvement in the colour of the complexion, stimulation of appetite, and increase of body weight.

Dr. W. . . . .

My wife has taken a course of Biomalz with great advantage. I was particularly gratified to observe a rapid increase of weight, together with a healthy, blooming appearance of the complexion.

Nurse E. S. . . . .

In the course of my professional duties I have had considerable experience of Biomalz, which I have found more satisfactory than any other preparation. On account of my habitual pallor I have lately taken Biomalz myself, and am being constantly asked by my friends: "Whatever have you done to improve your complexion so much?" My weight increased 2 lb. per week during a month's treatment.

Nurse F. . . . .

I can speak from personal experience of the good results of Biomalz. Although I have taken only four tins so far, I am

energy personified, in spite of my trying occupation.

Mrs. D. . . . . (Doctor's Wife)

After five tins of Biomalz there was a very obvious improvement in my appearance. There was a steady improvement in my appetite with consequent increase of weight, and I feel much better in general health than before.

Mrs. B. . . . . (Professor's Wife)

I have taken one large and three small tins of Biomalz, and feel as energetic as in former years. Sleep and appetite are excellent, and my complexion is fresher and more youthful than for many years.

**Indeed:** There are many other preparations to ensure Health, Strength, and Beauty, but none is better, none more palatable and more efficacious than that excellent

## Tonic Food Biomalz

which is highly appreciated all the world over.

It strengthens the body wonderfully. Limp, flabby features disappear, the colour of the face becomes fresher and healthier, the complexion clearer. In the case of persons who have become anæmic, pale, and thin through malnutrition, the appetite improves to a gratifying degree.

This Food will be found better than any medicine or tonic by those run down from overwork, illness, or nervous troubles, also for elderly people, expectant and nursing mothers, and anæmic children.

Small and large tins at 1/3 and 2/3, sold by all Chemists. Insist on having "BIOMALZ."

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## LADIES' PAGE.

WEDDINGS were very much in evidence in the last week of April. It is a little curious that in a materialistic age superstition should still reign to the point of causing May to be almost a close time for weddings; at any rate, amongst the classes educated sufficiently to have ever heard of the notion that May is an unlucky month for marriage. Wise men say that this notion is a pagan survival; that May was the month sacred to Diana, the Goddess of Maidens, and her wrath pursued those who chose her own season to forsake her shrine. Pure nonsense to Christendom, this; and yet maidens do not care to enter the ranks of matrons during this mysteriously forbidden month. However, there are brides who defy superstition in this respect. Lady Beryl Trench, daughter of Lord Clancarty, has selected for her coming wedding with the Hon. Richard Stanhope, brother of Lord Stanhope, not only a May date, but a Friday—and May 15! She will have all our good wishes, I feel sure, in this valiant defiance of tradition. The fact that Mary Queen of Scots made her most disastrous marriage with Bothwell in May probably gave new life to the prejudice against the month.

One of the prettiest end-of-April weddings was that of Miss Fay Zarif and the Hon. Claud Yurke, Lord Hardwicke's brother. The ceremony took place at St. George's, Hanover Square, and a charming novelty was introduced in the decoration of the church by lining the aisle and chancel with orange-trees in full bloom and fruit, growing, of course, in small tubs. The orange is surely the most decorative and beautiful of trees, with its waxy blossoms and golden fruit gleaming at one and the same time against the burnished green foliage; and then, of course, there is the symbolism of the fruit and the flower together, emblem of young matronage. Bridal gowns do not follow fashion's vagaries so closely as most other costumes, but they reflect the general lines, and recent brides have had their gowns made clinging to the feet, but none have discarded trains, though, indeed, most of those seen at good dress-makers have been very narrow, and the day of the wide train held out by pages to display beautiful lace and embroidery is over for the present. The wide fichu of lace, coming, Magyar style, low over the arms direct from the corsage, is, however, an admirable fashion for displaying the beautiful lace that every bride either owns or has lent to her for the great occasion.

Marriage is obviously, for a woman, entering upon a new profession. Even in the well-to-do classes, where Madam's duties are those for which one is often seen servants nowadays advertising ("Place as Housekeeper where Maid is kept"), namely, ordering somebody else to do the work, the wife's duties are still very real, and will absorb much of her thought and time. In the poorer ranks, even amongst educated and refined people, the wife does very much of the house-work herself. Many young professional men's wives, for instance, are in the position described by the afterwards wealthy and famous



A MEDIUM CORSET.

The skirt is white flannel, showing the fashionable high Modest collar in lace.

A PLATEAU HAT.

In striped silk, thrown high by a feather, with satin bands and trimmed with roses.

physician, Sir William Broadbent, in a letter about early days of married life: "Eliza works in the house he wrote, 'like a general servant, or rather, as no servant would consent to do.' From a realisation of how much work many a young wife finds for her hand to do in her own home, to a proposal to forbid her from doing anything else, seems to some people an obvious and sensible step. The London County Council, deciding to employ several women doctors, has just annexed their celibacy to its other demands; and the Civil Service Commission Majority Report in like manner advises that no married women shall be employed in Government offices. This has been in London a steady effort, all through the forty years of State-paid education, to exclude married women teachers from all posts. Here, at least, experience has accumulated, and it is an undeniable fact that many of the best school-mistresses have been wives.

It seems to me that there should be no law on this point. If a woman in any employment is frequently from any cause, she is an undesirable employee, as should be discharged by a public body, in the public interests, as she would be by a private employer. If apart from that, I think that it should be left to woman's private judgment whether she resigns her outdoor work on marriage. To say that a woman who has spent years of serious, even severe, effort on acquiring special knowledge and obtaining certificates to qualify herself legally for using it—such as a doctor or a teacher, for example—is necessarily to find that knowledge renders useless, and those laborious years of preparation stultified merely because she marries, is surely absurd and without justification. Many women will always prefer to give an outside occupation on marriage; this fact causes already an incalculable loss of social power and waste of training. I do not mean that such a course is, therefore, wholly to be objected to; there is a vast deal to be said in favor of making matrimony the profession; for it will occupy all the time and available strength of a wife very worthily in many cases. But I urge that it should be left to the option of the woman worker herself. To many, the profession trained for is absorbing, and housekeeping can be delegated.

"Hall's Distemper" is a well-known and much-admired substitute for wall-paper, that may wisely be considered by house-proud ladies who are now having their dear homes spring-cleaned and renovated. It is easily applied by any decorator, and after it has had a short time to dry thoroughly, it can be washed as often as wished. This gives it an undeniable advantage over wall-paper in hygienic qualities and also in durability. The makers Messrs. Sissons, Hull, will send free a booklet showing the numerous tints in which "Hall's Distemper" is produced in a new wall paint that Messrs. Sissons are placing on the market. "Sissons' Oil Flat," the same advantage are obtained, plus others; and where a somewhat higher cost is not objected to, a booklet and shade-card on this new material should likewise be asked for; this can, for instance, be applied over an old paint or lining paper, or plaster.

FLORENA.

## "THE MIDDLE-AGED SPREAD"

### The Bête Noire of the Slender Woman.

ALTHOUGH the slender woman as a rule presents a charming appearance from the front, she is not always flat across the hips at the back, consequently the fit of her dresses has been spoilt by an ugly bulge at the back, aptly termed the "middle-aged spread." Transverse boning has badly accentuated this "middle-aged spread," and it will be recalled how strongly we cautioned the public against this freakish boning some time since.

This season, however, the slender woman comes into her own. This unsightly "middle-aged spread" is done away with altogether, giving place to that appearance of youthful naturalness which is so telling in the dress effects of to-day. The beautiful tapering lines of the new Royal Worcester Kidfitting Corsets are so proportioned that the garment fits as perfectly in the back as in the front, giving a well-rounded and natural appearance to the figure.

There was a time when the slender woman went to the draper and selected

the least trying of all the corsets offered, expecting no added beauty of



MODEL 827.

A very lightly boned model for the slender figure. Extreme low bust, long skirt. Four bone-supporters. Sizes 19 in. to 26 in. Price in Costill, 16/11

line, and finding none. Nor could she hope for her corsets to fit comfortably until they were ready to be thrown away. Now all that is changed. The new Royal Worcester models give an *instant* improvement to the figure, and the wearer walks out of the shop feeling as comfortable as if she had no corset on. There is no unsightly ridge at the top of the corset, no stiffness, no coercion. Some of the new models are boneless; some almost boneless; none are so heavily boned as they used to be—masterly cutting now accomplishes what heavy boning accomplished before.

Ask particularly to see model 827 at 16/11, and the new stockinette model 974, daintily trimmed satin and lace at 42/-, also in tricot, model 886, at 21/9. Even model 425, costing only 5/11, is perfectly designed and cut, and compares favourably with the slender models of other makes costing half as much again. Model 523 at 7/11, model 565 at 10/6, and model 810, in royal mesh at 14/11, are also great favourites this season. For sports and dancing, model 562 at 10/6 is a masterpiece; it is also made in two better qualities—model 802 at 14/11, and model 864 at 21/9.



MODEL 864.

This beautiful new "boneless" "Sports" model is ideal for athletics and the dance. Gives absolute freedom of movement. Has the stylish extreme low bust and short skirt with extensions at sides for the long hip effect. For slender figures. Sizes 19 in. to 26 in. Price 21/9

Also in two other qualities, 802, price 14/11, and 562, price 10/6.

For Illustrated Catalogue and nearest Agent's Address apply to the

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"Barberrry clothes are the epitome of comfort, suitability and smartness. They certainly contribute in no small measure to the enjoyment of out-door life."  
—COUNTRY LIFE.

**BURBERRY** is universally recognised as an indispensable part of out-door equipment, because it provides an invulnerable safeguard to health and an unequalled accessory to comfort.

**BURBERRY** enables the most delicate constitution to face with impunity wind, rain and all variations of weather or temperature, whilst at the same time **BURBERRY** models are regarded by arbiters of Fashion as the hall-mark of good taste and distinction.

**BURBERRY** materials, phenomenally lightweight and infinitesimal in bulk, rely for their exquisite composition of colourings and artistic novelty of patterns upon a close and faithful reproduction of the most beautiful effects in nature.

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**Burberry Walking Gown**

A "chic" gown for town, and smart social functions. This example is one of Barberrry's numerous new models, but its becoming effect may be taken as the characteristic feature of all.

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Children enjoy Mellin's Food next to mother's milk the most satisfactory and satisfying food that can be given them.

Mrs. M. E. EARLE (Southampton) writes:—"My baby had diarrhoea which played havoc with him and pulled him down dreadfully. He was also unable to digest his food properly and I thought I should lose him. I took the advice to try Mellin's Food and within 24 hours I knew I was doing the right thing. Since then I have had no trouble at all."

Modify cow's milk with Mellin's Food and it becomes a nutritious, easily digested diet of immense value in the rearing of children from birth.

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On the face of every Triumph rider, be he Cycling or Motor Cycling, you will see that look of satisfaction which eloquently speaks of the true satisfaction within. More riders than ever are using the new Triumphs. Why not make a similar investment!

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Cycles from £6 17s. 6d. to £12  
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## SELF-PROPELLING AND SELF-ADJUSTING WHEEL CHAIRS.



Constructed on new and improved principles, which enable the occupant to change the inclination of the back rest either together or separately to any desired position, every demand for comfort and necessity; also supplied with single or divided and leg-rests. Have special Rubber-Tyred Wheels are most easily propelled. Other Wheel Chair is of so many adjustments.

Catalogue F 7 illustrates Wheel of various designs, from 40/6 to 100/6.  
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GREENWICH & NEW OBSERVATORIES  
SINCE 1885.

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"The watch is the heart of the world."  
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The watch is the heart of the world.

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Very Fine Watch.  
Fully Jewelled  
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A TWO-WHEELED MOTOR-CAR IN LONDON.  
ON, SCHLOWITZ ON HIS GYROSCOPIC CAR  
IN ORCHARD STREET.

His gyroscopical car was shown in the neighbourhood of Portico Square and Regent's Park the other day by the appearance of a motor-car (having no two wheels) like a bicycle. The vehicle is powered by means of a gyroscope. Owing to its great weight (3 tons) the car only went at the rate of three or four miles an hour. Dr. Fritz Schlowitz, the inventor, is a Russian lawyer.

(Photograph by Lupton and Co.)

#### SIR CHARLES TUPPER'S RECOLLECTIONS.

THERE is an old burlesque of "Romeo and Juliet" written by Talfourd; and in the garden scene Romeo, seeing Juliet's lips move, remarks, "She speaks but nothing says; she's not to blame." Members

of Parliament do much the same. The lines are recalled by an examination of Sir Charles Tupper's "Recollections of Sixty Years" (Clarendon). Students of Canadian history may well open the volume with eagerness, remembering the many splendid parts Sir Charles has played in his time. He has been Premier of Nova Scotia, Prime Minister of the Dominion, and High Commissioner for Canada in England. He has held five Government portfolios, been twice Plenipotentiary, has well earned a baronetcy, and is a Member of the Privy Council. He was born in the year of the great

Napoleon's death, when Queen Victoria was a baby, fought in the very front rank for the confederation of Canada, and in all probability would have brought Newfoundland into the Confederation had he had the handling of the question. He was among the giants who made the Canadian Pacific Railway a fact and a success, in face of difficulties that would have daunted most men; and he has loved and served the Empire to the best of a remarkable ability. Unfortunately, he appears to have decided that the intimate aspects of all the changes with which he was

concerned must still be regarded as matters of confidence; and if it is not quite fair to suggest that "he speaks and nothing says," his warmest admirers must admit that he says very little—much less than they had the right, or at least the weakness, to expect. The bulky, promising volume resolves itself into some three hundred well-spaced pages of matter that is but mildly interesting, and a more closely written appendix giving two long speeches in extenso. There is very little in the book that does not suggest Press cuttings, and the letters reprinted are often extremely complimentary, but seldom illuminating. One would not like to suggest that the volume is lacking in interest; it does afford a glimpse of the work of Empire-making. The ground for grievance is that it might have been a work that students of Canadian history would have treasured; as it stands, the relation of its bulk to what it has to tell may well seem excessive. But, in view of Sir Charles Tupper's great age and wonderful record, it is sufficient to wish he had found the leisure earlier in his useful life to write his recollections.

Dr. Scriven Bolton's striking drawing of a comet in our issue of Feb. 28 has inspired an interesting sonnet by Edith A. Jackson, which she has had printed in leaflet form by Messrs. Henderson, Church St., St. Andrews. She also sends us "A Christmas Booklet," containing another poem on comets.



WIRELESS FOR A GREAT LINER'S LIFE-BOAT: THE INSTALLATION ON A MOTOR LIFE-BOAT  
FOR THE "AQUITANIA."

The new giant liner "Aquitania" will carry, in addition to her ordinary life-boats, two large motor-boats (30 ft. long by 4 ft. 6 in. in beam) fitted with wireless telegraphs having a range of 200 to 150 miles. They will be carried on the deck, one on the port and the other on the starboard side, and would be used primarily for towing the ordinary life-boats. The photograph shows one of these outlying boats in the Thames at Chiswick. (Photograph by Lupton.)

# PEARS' SOAP

## Cheerful Children

(A NATURAL CONDITION.)

There would be far more cheerful children than there are, if Mothers and Nurses took care never to allow a child's skin to be touched with common soaps that are injurious. Many children are rendered cross and uncomfortable by the coarse ingredients contained in low-grade soaps. To be absolutely protected against these evils, and thereby to add indisputably to the happiness of the young folks, **PEARS' SOAP** should always be used. The undeniably absolute purity of its components, and its dainty emollient quality, constitute an influence that comforts, protects, and beautifies the skin of young or old in a greater degree than any other known substance.

The skin is completely cleansed and refreshed and the complexion kept soft and beautiful by the daily use of

# Pears

THE MOST ECONOMICAL  
OF ALL TOILET SOAPS



"THE ORDER OF THE BATH"

The above Advertisement was issued by Pears 27 Years ago!







## WILLS AND BEQUESTS.

THE will (dated Dec. 31, 1912) of Mr. HARRY TOWOOD, of Saintfoins, Little Shelford, Cambridge, head of Towood and Sons, paper-makers, Sawston, who died on Jan. 13, is now proved, the value of the property being £106,049 2s. 2d. Testator gives £1000 to his wife; £2000 to Sufferers James Towood; £1000 to his sister Harriet Towood; £500 to Evelyn H. Bagnall; £250 each to Geoffrey H. Crump and Ellen G. Towood; legacies to servants; and the residue to his wife.

The will of Mr. THOMAS BARKCOMBE, of Roseville, Abbey Park Road, Great Grimsby, ship-owner, who died on Feb. 12, is proved, and the value of the property sworn at £91,600. All of which goes to his wife and children.

The will of Mr. MORRIS OHLMANN, of 53, Belisle Park, who died on March 15, is now proved and the value of the property sworn at £71,803 17s. 3d. He gives £12,000 in trust for his son Gerard Alexander Louis; £10,000 in trust for his daughter Maud Regina; his business to his son Julius Alexander; an annuity of £100 to his sister Rosa Natt, and on her death £500 each to her daughters Nellie Fuchs and Silvia Fuchs; £500 to his sister Sophia Spiegel; £100 to Frank Morris; and the residue to his wife for life, and then as she may appoint.

The will of GENERAL SIR THOMAS EDWARD GORDON, K.C.B., K.C.I.E., of 1, Prince of Wales Terrace, Kensington, who died on March 23, is proved by Dame Charlotte Gordon, widow, and Alfred O. Kirby, the value of the property being £45,519 8s. The testator gives the household effects and £1000 to his wife; £100 to A. Kirby; and the residue in trust for his wife. On her decease he gives £100 each to grandchildren

and three nieces; and the residue as to two-eighths to his daughter Helen Elizabeth Hopkins, and three-eighths each to his daughters Jeanetta Crompton and Violet Mary Cooper.

The will (dated April 17, 1913) of Mr. GEORGE KING, of Abinger Hammer, Dorking, who died on Jan. 18, is proved by his sons, William and George King, the value of the property amounting to £78,329 15s. 10d., which he left as to one-half in trust for his wife for life, and subject thereto the whole to his children.

The testatrix gives £500 to her sister Lady Blanche Morris; £100 to her executor; £100 to her cousin Sidney Godolphin Osborne; £50 each to her coachman, butler, and maid; and the residue to her nieces Ethel Harriet Cloete and Lilla Guendolen Partridge.

The will of FANNY CATHERINE, DOWAGER COUNTESS OF WICKLOW, of Rossanagh, Rathnew, Wicklow, who died on Feb. 1, is proved by the Hon. Hugh Melville Howard, son, the value of the property being £12,253. She gives a diamond pendant and three diamond bracelets to her stepson the Earl of Wicklow; her silver, jewels, and books to her son; and the residue to her husband, Marcus Francis Beresford, who predeceased her.

For many years a succession of horrible cattle-maiming outrages in Staffordshire, and of scurrilous letters thereon, have baffled both the police and private investigators. A series of articles on the subject by Mr. G. A. Atkinson, special correspondent of the *Standard*, first published in that paper, have now been issued in the form of a twopenny booklet, with prefaces by Sir Arthur Conan Doyle and Captain the Hon. G. A. Anson, Chief Constable of Staffordshire, and an article by Mr. P. Somerville ("Roderick Random"), of the *Wolverhampton Express and Star*. Sir Arthur and Mr. Anson present their respective views of the mystery; while Mr. Atkinson also has his own theories. The subject is one that must interest deeply all who are attracted by a detective problem, as well as all lovers of animals who wish to see a dastardly criminal, or criminals, brought to justice. The booklet is published by Messrs. T. Kirby and Sons, Ltd., of Walsall. It is illustrated with some painful photographs of animal victims of outrages.



"A VERY GALLANT GENTLEMAN"—THE HEROIC END OF CAPTAIN GATES MADE THE SUBJECT OF AN ACADEMY PICTURE. One of the screening pictures in this year's Academy is that by Mr. J. C. Doolan, representing the most heroic act in the tragic story of the Scott Expedition. The title is amplified as follows: "Captain L. E. G. Gates, intrepid explorer, who willingly walked to his death in a blizzard, to try and save his comrades, bent by hardship." Captain Gates, it will be remembered, left the others during the return from the South Pole, in the hope that they would be able to reach safety when no longer hampered by a disabled man.

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The will of LADY CHARLOTTE GODOLPHIN OSBORNE, of Fowlers Park, Hawkhurst, who died on March 25, is proved by Lord Francis Granville Godolphin Osborne, a nephew, the value of the property being £12,043 18s.

wish to see a dastardly criminal, or criminals, brought to justice. The booklet is published by Messrs. T. Kirby and Sons, Ltd., of Walsall. It is illustrated with some painful photographs of animal victims of outrages.



## B.V.D.

LOOSE-FITTING UNDERWEAR is the Short-Cut to Comfort when the weather is warm.

Roominess is the only right principle in warm weather underwear. It allows air to flood the over-heated, perspiring pores, bringing instant relief.

Tight-fitting underwear binds the body, retards the circulation of the blood, and irritates the skin.

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## IN PRAISE OF THE TURK.

AT a time when public opinion is veering round to sympathy with the recently defeated Turk, it is a great pleasure to find a book dealing with his life and history with such insight and clearness of reasoning as does Mr. Sidney Whitman in his "Turkish Memories" (Henneman). There can be no doubt that ignorance, in a great measure, is responsible for the bitter hatred in which the Turk has been held in Western Europe to the present day. The Turk is a gentleman and a milfeiman in every sense of the word. He has a binding sense of honour, is kind to animals, the weak, and the poor, is chivalrous in victory and brave in disaster. History holds few finer and more stirring pages, appealing as they do to the best and noblest sentiments of so-called civilized European nations, than the story of the periodic Turkish revivals under the Grand Viziers of the Kinpriti family in the seventeenth century; whilst the magnificent story of the defence of Plevna must still rank in the memory of many of us with the same lustre of glory as does the charge of the Light Brigade. Two great barriers have, however, eternally divorced the Turk from European comprehension and sympathy: first, his treatment of his womankind; secondly, the unfortunate fact that he is a religious enthusiast prepared at any moment not only to die, but to kill, for his faith, and therefore a somewhat risky neighbour. Mr. Sidney Whitman tells us of a land of prejudice. He tells us much that is old, and not a little that is new. He explains, for example, the Armenian massacres of 1895-6—which alone have sufficed to blacken the name of the Turk in this country—and we learn that the blame is rather to be laid at the door of Armenian aggression and the inevitable Russian intrigue than to Mohammedan religious intolerance. Touching this religious intolerance, it comes to us as something of a shock to be reminded that the Holy Sepulchre has been left, respected and unaltered, in the sole custody of the Turk, and that Christian monasteries in the Trebizond district have been inhabited by their monks unaltered from time immemorial. Mr. Whitman describes in a very interesting way the circumstances of his exceptional acquaintance with that dramatic and mysterious character, Abdul Hamid, and inevitably sets us wondering on the trend of European politics. With regard to the Near East—is the influence of England being lost? What have been and will be the effects of the policy of the shifting of the central force of the British Navy from the Mediterranean to the North Sea? Be that as it may, the seal of the genuineness of this work is to be found in those more intimate passages in which the author speaks lovingly of Constantinople, its people, and its surroundings. No book worthy of reading can be unbiased, none genuine that is written without affection. It is in the spirit of love and comprehension that Mr. Sidney Whitman's book has been written, and as such it should be of the deepest interest in this country, where the Turk has too often been judged with mingled hatred and ignorance.

## CHESS.

To Correspondents.—Correspondence for this department should be addressed to the Chief Editor, *Illustrated London News*, Strand, W.C.

J. JESSUP (Fulham, Wills).—Respected position to hand with thanks. It shall receive attention.

J. C. STANHOPE (Temple).—We are much obliged for problems, which we hope to find suitable for publication.

CONCISE SOLUTIONS OF PROBLEMS No. 3543 received from C. A. B. (Farringham); at No. 3544 from J. S. Smith (Bromley), J. W. Beatty (Lambeth), J. Murray (Harrow), K. Tibbatts (Farnham, B.C.), and E. P. Stephenson (Lancashire); at No. 3545 from J. Murray, J. W. Beatty, and E. P. Stephenson; at No. 3546 from E. Aycock (Wigan), H. A. Selley (Denver, U.S.A.), W. L. J. Jones (Aberdeen), and J. Jackson (Liverpool); at No. 3547 from E. Aycock, Don Marzula (Columbia), and E. W. Thomas (Aberdeen); at No. 3548 from E. Aycock, E. P. Stephenson, Captain Challen (Gosport), Yarnsworth, Arthur Perry (Dorchester), and C. Bennett (Maidenhead).

CONCISE SOLUTIONS OF PROBLEMS No. 3549 from G. B. Baker (Bromley), W. L. J. Jones (Wigan), W. B. (Dorchester), R. Winters (Cardiff), J. Forster, J. Smith, J. L. (Barnet), J. Green (Barnet), S. B. Arthur (Barnet), W. B. Taylor (Wickham, Wilt.), H. G. (Barnet), H. G. (Barnet), H. G. (Barnet), G. Stillingfleet (London), and F. Shippin.

PROBLEM No. 3542.—By W. H. TAYLOR.  
BLACK.

White to play, and must win in three moves.

SOLUTION OF PROBLEM No. 3542.—By F. W. GRANT.

WHITE. 1. Q to B 4th. 2. Q to B 5th. 3. Q takes.

BLACK. 1. R to B 4th. 2. R to B 5th. 3. R to B 6th. 4. R to B 7th. 5. R to B 8th. 6. R to B 9th. 7. R to B 10th. 8. R to B 11th. 9. R to B 12th. 10. R to B 13th. 11. R to B 14th. 12. R to B 15th. 13. R to B 16th. 14. R to B 17th. 15. R to B 18th. 16. R to B 19th. 17. R to B 20th. 18. R to B 21st. 19. R to B 22nd. 20. R to B 23rd. 21. R to B 24th. 22. R to B 25th. 23. R to B 26th. 24. R to B 27th. 25. R to B 28th. 26. R to B 29th. 27. R to B 30th. 28. R to B 31st. 29. R to B 32nd. 30. R to B 33rd. 31. R to B 34th. 32. R to B 35th. 33. R to B 36th. 34. R to B 37th. 35. R to B 38th. 36. R to B 39th. 37. R to B 40th. 38. R to B 41st. 39. R to B 42nd. 40. R to B 43rd. 41. R to B 44th. 42. R to B 45th. 43. R to B 46th. 44. R to B 47th. 45. R to B 48th. 46. R to B 49th. 47. R to B 50th. 48. R to B 51st. 49. R to B 52nd. 50. R to B 53rd. 51. R to B 54th. 52. R to B 55th. 53. R to B 56th. 54. R to B 57th. 55. R to B 58th. 56. R to B 59th. 57. R to B 60th. 58. R to B 61st. 59. R to B 62nd. 60. 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# THE MOTOR-TOURING SEASON

NOTES ABOUT CARS

AT this season of the year the thoughts of the motorist inevitably turn to the subject of touring. Time was when we were afraid to risk things when it even looked like rain, let alone in a time of really bad weather conditions. The wet had a habit of short-circuiting the crude electric-ignition circuits of the time; while mud and water used to find their way into the vital parts of the car's mechanism, much to their detriment and the despair of ourselves. Who, among that little band—little in comparison with the mighty host which now numbers itself as constituting the rank and file of automobilists—could tell moving stories of wretched troubles which were by no means entirely at the door of the powers who govern what is miscalled weather in these islands? What tales of stopping bolts and clogged driving-chains, of otherwise electrical faults that defied detection, of adventures as many and varied that we who meet them sometimes wonder why we stick to the game at all? But it is not my purpose to indulge in reminiscences of the past, interesting though they might be on occasion. Rather am I impelled by the glorious sunshine that pours in at the window as I sit at my desk, to talk of the joys of the open road, the while I crave the

life. In a word, the car is our most obedient servant all the year round.

All these things being so, we have come to regard the car as being something quite utilitarian for the greater part of the year, but it is when the spring, and with it the season when we begin to plan tours and excursions with nothing but pleasure in mind, comes round that we begin to realise that there is, after all, another side to motoring and the car than the purely business one. Then it is that we once more feel that there is still some romance left,

different from the ordinary run of one's life—scenes as different, sounds as not the same, and, above all, there, the exhilaration of swift motion through the pure air of the country-side. But whatever it is that may produce this feeling, beyond doubt it is there in the minds of most of us who are not entirely deficient in imagination.

What, after all, is there in this life to beat the tour in motor-car? There is more of pleasure unalloyed in than in any other pursuit you may mention, always provided that one is not a slave to the mere matter of cutting up distance, and that it is made the secondary part of the business instead of the whole beginning and end of it. That is to say, there can be no pleasure implied in the formula, "Let us go touring." The end must be some object other than the simple getting out into the country with no end or aim save to cover a given mileage, so that we may boast to our friends of what we have done and the high average we have maintained in the doing. That is the kind of thing that I know is sometimes done, but to my way of thinking it is more expressive of the soulless in the "speed-merchant" than of the true motorist who desires to take his pleasure soberly, sensibly, and with a due regard to the convenience of his fellow



THE WIFE OF A WELL-KNOWN JOCKEY AS A MOTORIST: MRS. E. WHEATLEY AND HER HANDSOME WHITE BRISTOL-LENOX CAR. The Bristol-Lenox cars are made by General Motors (England) Ltd., the only English firm producing Bristol-Lenox cars, at Bristol House, 1, Grosvenor Lane, London, W.1.

It is, of course, only of the kind that comes to one's mind as one goes on the open road. For, even though it may be hard to believe, the motorist who, when in company, is never so anxious about the road as when he is alone. It is, of course, a very different kind of something.



AN ALL-BRITISH CAR FOR NEW ZEALAND: A 16-HP. "STANDARD" "GOODWOOD" STREAM-LIKE TOURING PRATON.

and to the convenience of the road. Having this car, we may begin to discuss the various ways of achieving the pleasure which must be the first consideration when we set out on a tour of the open road. Here we come up against an apparently endless proposition. Some of us who are content to amble about the country in search of antiquarian curiosities, and are themselves happy if they have visited and seen all the prehistoric and cave-dwellings of Wiltshire and the Peak District. Others are content with the desire to visit scenes of historic interest; while, again, there are others who prefer to travel in company with camera or sketching-stick, and are well content to linger at the many beauty spots to be found in every corner of any corner of these islands or the Continent you like to imagine. I pass on to those who simply use the car as a convenient means of getting to and from those places

(Continued next page)



MOTORING IN A BEAUTIFUL PART OF SHARPE'S COUNTRY: A DAIMLER IN THE VILLAGE OF ASHBY, WARWICKSHIRE.

Fancy that to me here when I might be touring at these same joys. And then it comes to me that I have had a few short hours in my life until those joys shall be mine: for are there not certain Light Car Trials toward which I am to have the honour of piloting a car over something more than a thousand miles of good English roads? However, I am digressing from the main topic on which I had set my mind to write—touring and the joys thereof.

As I have said, the time is gone when we merely used our cars for pleasure purposes when conditions promised well for that pleasure. In the ordinary way the car has become so much a part of our every-day life that we simply cannot do without it. We use it for paying calls, for purposes of our various businesses, for taking our womenkind out to those little dinners and theatre parties and what not that make up so great a part of our social



THE FAMOUS STRAKER-SQUIRE "FIFTEEN" AS A HILL-CLIMBER: A CAR NEAR THE SUMMIT OF THE STELVIO PASS IN AUSTRIA—THE HIGHEST IN EUROPE.



OWNER AND CAR: MRS. WARWICK WRIGHT AND HER 30-HP. SHEFFIELD-SIMPLEX. Mrs. Warwick Wright is the wife of one of the Managing Directors of the Sheffield-Simplex Motor Works. The other Managing Director is Mr. Percy Richardson.



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where fisheries and shootings are the principal interest, for the reason that that is not touring within the meaning of the Act, so to say. We all have our own ideas of the tour that comes nearest to the ideal, and in this it is more than ordinarily true that what is one man's meat is another's poison. For example, my own ideal is a golfing-cum-motoring tour. To leave home with a good car and congenial friends, keen golfers to a man, and to spend a month in visiting and playing over all the famous—and many of the lesser-known—courses of the country comes nearest to my idea of an earthly paradise.

One thing, however, upon which we all do agree is that if we are to tour with pleasure to ourselves it must be in comfort. To secure this, the first essential is that the car must be a good one, and, more even than that, it must be in good order. Doubtless, some will say that that is so obvious I tremble that I need not have uttered it. All the same, I think it is a very necessary proviso to make. The reason is this. Earlier on, I remarked upon the fact that we now use our cars all the year round, instead of laying them up for the winter, as we did once upon a time. This very often means that the old-time spring overhaul is dispensed with, and, so long as the wheels continue to revolve without any visible signs of trouble, the essential looking over and renewal or adjustment of worn parts is disregarded. Now, my experience of cars is that they are very human in their ways, and if they are bent on doing the wrong thing at all they invariably choose the wrong moment at which to do it. I doubt not that many of my readers can look back to a tour from which endless enjoyment was anticipated, but which was spoiled by the misbehaviour of the car. I don't mean in the old days, when we expected these things, but in comparatively modern times, since the car has come to be regarded as the essence of reliability. And if they will think back a little more, they will admit that most of these contre-temps could have been avoided by the exercise of a little care and a little forethought before the start of the tour whose success meant so much. My advice, therefore, is that even if it be not thought necessary that the car should receive a thorough overhaul prior to the tour, it should at least be put through a fairly detailed examination, and any defects which are at the moment, or threaten shortly to become, important be made good at once. By doing this, time and money may be saved in the end, to say nothing of the weariness and vexation of spirit entailed by a spoilt



THE KING AND QUEEN ABOUT TO ENTER THE PRESIDENTIAL CAR. M. POINCARÉ'S 28-H.P. PANHARD IN USE DURING THEIR MAJESTY'S VISIT TO PARIS. M. Poincaré's car, shown in the above photograph, is one of the new type of 28-h.p. Panhard models.

(where the car is electrically lit), speedometer, hood, screen adjustments, and every little detail should be looked to before the start. The car will be away for several weeks in all probability, especially if the tour is going to take one to the Continent; and much of the time will be spent at places remote from supplies of spares to fit. To nothing more than setting out on a long motor tour does the maxim that "A stitch in time saves nine" apply with greater force.

**The Equipment of the Touring-Car.** In these days of motoring luxury, it seems almost redundant to set out on the giving of advice with regard to the equipment of the touring-car. Particularly is this so because of the fact that tastes in equipment differ so widely, to say nothing of the tremendous differences between the many types of cars which are available for purposes of touring. This being so, I think I may safely ignore the giving of such advice to the owners of briefly limousines, and confine myself to a brief consideration of the needs of those who make their journeys by means of what is known as the orthodox touring-car—the one with the open body, and which depends for its comfort and protection from weather upon the adventures of all of the hood and the wind-screen. To my mind, the type is not only the best for touring, but is, in fact, the only kind of car that is satisfactory. Travelling in a closed car is an abomination to me.

It is all very well for theatre-going on a wet night, but I cannot seriously see myself going a tour in it.

Now it seems to me that the only way to approach this subject of the equipment of the touring-car is to assume that we are starting *de novo*—that we have just acquired a new car, and are in process of deciding upon its fitting up. Of course, the car may be an American vehicle, in which the makers have supplied us with practically all we require in the way of the principal accessories; in which case there is not much in the way of advice to be given. We have decided upon taking this car, and the makers will give us no option as to its equipment. That is good up to a point, but it is not the way I should prefer to do things for myself. The first thing we want to think about is lamps; because even though the long evenings are coming it may easily fall out that we shall do a fair amount of night travelling, and in any case

lamps are necessary as a part of the equipment. As to system, there is only one worth while contemplating—electric. That means the purchase of a dynamo set, which,



PASSING THE ARTIFICIAL LAKE WHICH SUPPLIES WATER TO LIVERPOOL. A 16-20 H.P. WOLSELEY BY THE SHORES OF LAKE VYNNWY, NORTH WALES.

tour. Not only does this advice about the overhaul apply to the more mechanical details of the car. Everything should receive its proper modicum of attention—tyres, batteries

(Continued on page 785)

# METALLURGIQUE



If General De Wet  
Had had a twenty-four 'Met,'  
He would be running yet.

When you are in A HURRY you appreciate  
**AN ELECTRIC LIGHT DYNAMO**  
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detachable  
10 h.p.  
20 h.p.  
30 h.p.

**THE** Desirability of Austin cars is beyond question. It arises from their Beauty, Efficiency and Comfort.

At the first glance it is the beauty of the coachwork and the extreme simplicity of design in Austin cars that please the critical eye, but there is something more than these attributes that makes Austin the desirable cars that they are. It is comfort, and this can be fully realised only by enjoying a trial run. So comfortable are Austin cars, and so easy running and efficient, that it is by no means gross exaggeration to say that even at top speed one becomes almost unconscious of movement. We are ready to prove why you should choose the Austin before all other cars if you will write us.

**20 H.P. VITESSE PHAETON**

The car, as illustrated, including waterproof car hood, double folding wind-screen, grooved studded tyres, detachable wheels (with spare studded tyre), dynamo lighting system, with lamps, speedometer, lifting jack, tyre pump levers, horn, and kit of tools. The car fully and trimmed to client's own colour selection from standard materials. **£59**



The Austin Motor Co.  
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MANCHESTER and NORWICH





SOMETHING MORE THAN A MERE TWO-SEATER: A 20-H.P. SIZAIRE-BERWICK. The seat is extra wide, so as to carry three passengers comfortably when required, and behind there is a concealed dicky-seat for two more. The fittings are nickel-plated.

with the cost of its fitting, means a good deal of money when compared with the price at which a full set of acetylene and oil lamps can be obtained. But it is worth it in the long run. The cleanliness, convenience, and reliability of the light are

of my driving for the past two years in company with electric, and have yet to experience my first failure. As to what particular system should be installed, there are several good ones at command, but personally I like the C.A.V. better than any of the others I have tried.

I suppose I ought to say a word about self-starters, though I am not sure that these can be regarded quite as a part of the touring equipment—they are more a part of the design of the car itself. My view of them is that the time is at hand when no car with anything more than a really small engine will be considered complete without one. Certainly the car of more than 15 h.p. ought to be fitted with an engine-starter. I daresay some



AN IDEAL CAR FOR A DOCTOR OR ANY PROFESSIONAL MAN: A 15-H.P. ARROL-JOHNSTON COUPE (CLOSED).

This car sells for £450. It has a fitting dicky-seat, an electric lighting and starting apparatus, and a full equipment of accessories.

are worked by springs are not dependable. Compressed air starters are excellent in their way, but my opinion is that the electric system is much better.

Next we come to the matter of protection from the weather, which



A REGIMENT OF CROSSLEYS FOR THE WAR OFFICE: 28 CARS WEIGHING IN ALL 148 TONS.

Moore Crossley Motors, Ltd., of Gorton, Manchester, claim a record for having supplied the Government with 116 tons of motor-cars, that is, 28 cars in one order for the War Office. The Government tests of the engines are strict. The cars shown in the photograph represent 3000 tested horsepower. Packed in line these cars would cover 27½ yards from end to end.

of my readers will say that they have engines that start with the greatest facility, and have thus never felt the need for a starter. To them I would reply that they have never experienced the comfort of the starter. I have driven a good many cars lately which were so fitted, and I don't want anybody to lend me one without. Laziness, no doubt, but that is the way I

feel about it. So far as the self-starter is concerned, if you decide that you must have one, then do not be tempted with anything but the electric. Devices which



A VERY USEFUL CAR, ESPECIALLY FOR TOWN WORK: A 15-H.P. OAKLAND LANDULETTE.

impels our thoughts towards books. By all means this should be of the "one-man" type, which is now the most popular of all kinds in this country. It is never found



SELECTED FROM MANY COMPETITORS FOR OFFICIAL USE BY THE LORD MAYOR OF CAPE TOWN: A 16-H.P. SUNBEAM CARRIOLE.

worth the extra outlay three times over. As to this question of reliability, upon which I have heard conflicting opinions expressed, I can only say that I have done most

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**Touring at its BEST**—to be free to choose your route undeterred by hills, however steep—to travel the worst of roads in the restful comfort of this well-sprung car—to know that *nothing* but an unusual respect for speed decrees can limit your daily sequence of enjoyable miles.

A chassis which is, in the words of the Motor (of March 31), "a conscientious production, so honest alike in its imagination and manufacture that it is a criterion of a soundly built, high-grade British automobile production." Coachwork of equally fine conception and completion, affording the utmost of luxurious road travel in town or country.

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12 h.p., 15-20 h.p., 20-30 h.p.,  
20-40 h.p., and 25-50 h.p. models.  
Catalogue on request.



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# Continental Oversizes

These splendid Tyres, with their thicker walls and tread, larger air capacity and greater resilience, give an added pleasure to motoring by removing all apprehension of tyre trouble. And you can fit them without any alteration whatever to your present rims

225 mm Overlaid fits 185 mm Rim  
235 mm " " " 175 mm Rim  
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TYRE & RUBBER CO.  
Good Goods LTD.  
TRADE MARK PLACE  
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CONTINENTAL T PATTERN  
Solid Band Tyres  
for Commercial Vehicles





the American vehicle, so far as I am aware. In fact, the average American hood is an abomination when one has to erect it, but, once up, I think it has points which are in front of our own. The average British-made hood has side-curtains which generally fail to quite meet the screen, so as to make a weather-tight job of things, which the American certainly does. But even this does not compensate for the extra trouble involved in getting it up when it is wanted suddenly. This matter of the side-curtains is one that should be impressed upon the hood-maker at the time of ordering. He can make them to fit properly if it is insisted upon, but it is about the last thing in the world he will do if no particular stress is laid upon it. So far as the screen is concerned, this should be of the double type, in which both upper and lower halves are made to swing either outwards or inwards, while the side pillars should be socketed at the top to receive the hood-lamps. For the comfort of the passengers in the rear of the car, I recommend one of the Auster back-screens. They are rather expensive to buy, but the comfort of them on a hilly day—or a warm one, or that matter—is extraordinary, and is well worth the outlay.

Then we shall, of course, want a speedometer, and a reliable one at that. Here the choice is almost without end, and for the guidance of the reader I may say that most of them are splendidly reliable if they are properly fitted and intelligently treated. I should not be particular to a sovereign or so. There are cheap instruments sold which do not give one all the information they might. I myself like one which gives me the speed, the mean mileage, and the trip record; besides which it has a maximum hand.

Some sort of warning signal will be required also, and here I advise the tourist to fit two. There should be an ordinary bulb horn for use in towns, and one of the Klaxon type for the open road. My reason for giving this advice is that I regard the latter as an admirable instrument for use in the crowded streets of a town, but a veritable necessity in the country, since it is about the only kind of

signal which will awake the sleepy cart to a sense of his road duties.

I do not think I need pursue this subject of equipment much farther; but before I leave it I would say just one word with regard to tyres and their manipulation. I take it that the sensible motorist will have followed the prevailing fashion, and will have his car fitted with detachable wheels or their alternative, detachable rims. The former have my adherence, though I don't know that there is

for the pump, I should myself prefer one of the good impulse-pumps, actuated by the engine, of which the Wood-Milne is also a good example. The Wood-Milne is also a good pump of the kind worked by manual labour; while there is the Macfield, which is traction-driven by the engine by wheel. But any good accessory-house will be able to advise in this matter, and in any case it is one of individual choice in the main. The same remark applies to jacks—get a good one.

And now it is time that I had something to say about specific cars which are such as can be recommended for all-round touring purposes. That I can make even a passing reference to all that are worthy of mention is not to be expected; but I will refer briefly to a few of those which in my opinion stand very high in their respective classes.

**Argyll.** I think that readers of my notes know pretty well what I think of the sleeve-valve-engined Argyll. I have had considerable experience of this car both in touring and in competitions, and the more I see of it the better I like it. These models are made in the touring section. There is the little 12-18-h.p. car, with poppet-valve motor; and the 15-30 and 25-50-h.p. sleeve-valve models—all of them worm-driven. If the choice falls on either, the motorist will have cause to be pleased with his touring experiences.

**Walseley.** One of the highest tributes I ever heard paid to the Walseley car was when I heard it said of one of them that "you can't kill it with an axe." That is literally true, almost, for it is a car thoroughly sound as to design and unapproachable in construction, it is very near to the ideal touring-car. There are three standard models, these being the 16-26, 24-30, and 30-40-h.p. cars. The last two are of the six-cylinder type; while the first is a four-cylinder, prices ranging from £475 up to over a thousand pounds.

**Austin.** This is another very fine car and a popular one withal, as may be judged from the number one seen on the roads nowadays. Austins

(Continued on next page)



AN ARGYLL CAR BY THE BANKS OF LOCH LOMOND: AT THE ENTRANCE TO GLEN DOUGLAS OVERLOOKING THE LAKE. The car in the foreground is one of the famous Argyll sleeve-valve types. On the far side of the loch may be seen the forest of Balmahadon.

much in it between the two. Even though his car is so equipped, I still counsel him to make proper provision against the tyre trouble he will probably, or at least possibly, meet during the course of his tour. Doubtless the makers of his car will have turned him out with a set of tools, including the inevitable "pump and jack" of the catalogue. Let him view these with suspicion, for they are almost always of the cheap and nasty variety; and, if he be sensible, he will haul them from the trunk box and install something upon which he can depend. As

that will go on for ever. Thoroughly sound as to design and unapproachable in construction, it is very near to the ideal touring-car. There are three standard models, these being the 16-26, 24-30, and 30-40-h.p. cars. The last two are of the six-cylinder type; while the first is a four-cylinder, prices ranging from £475 up to over a thousand pounds.

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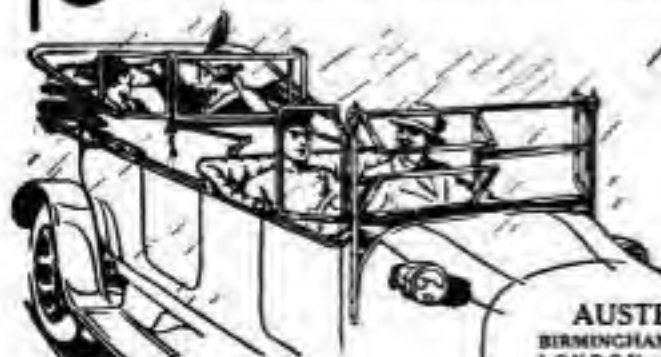
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# ARGYLL



## For Summer Touring.

THE elimination of engine trouble; the absence of side-slip and skid; and comfortable riding—these are the essentials if motor touring is to give its full quota of pleasure. If your car is an Argyll you are assured of this pleasure.

The Argyll Single Sleeve Valve engine is absolutely reliable; the Argyll all four wheel diagonal braking system entirely prevents skid under all conditions, and the beautifully sprung body ensures the greatest comfort.

## Argyll 1914 Models.

15.30 h.p. Torpedo Car	£495
25.50 h.p. Torpedo Car	£675
25.50 h.p. Limousine or Landauette	£825

These cars are fully equipped, including: One Man Hood, Straps, 3 Lamps, Horn, Tool Outfit, Detachable Wheels, Spare Wheel, 5 Tyres, Number Plate, Petrol Gauge, etc.

May we personally demonstrate the Argyll superiority to you?

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London Showrooms: 6, Great Marlborough Street, W.  
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Liverpool, Manchester, Tottenham, etc.



Continued.] are another of the "three model" firms—their types including a 10, a 20, and a 30-h.p. chassis, all with four-cylinder engines. The little "ten" sells at £260, and is beyond doubt one of the very best of the light class. The other two are very fine, able touring-cars which can be admirably adapted to town work.

**Sunbeam.** It hardly needs saying that in the category of good cars must be placed the Sunbeam. Their racing successes have brought them very much into the public eye of late, and I invariably feel safe in recommending a car which has been developed as a result of racing experience. There are three Sunbeam models—the 12-16-h.p., the 16-20, and the 23-30-h.p. six-cylinder. Prices range from £350 to £585.

**Métallurgique.** For anyone who is in the market for a smart, fast touring-car the Métallurgique is hard to beat; and it is a car that will stand any amount of hard usage into the bargain. The Métallurgique chassis, when furnished with body-work by Van den Plas, is one of the handsomest cars on the road. There are no fewer than six models, which range from the 15-20-h.p., at £385, to the 38-60-h.p. chassis at £950, so that there is a very wide range of choice.

**Armstrong-Whitworth.** High up among the British contingent must be ranked the Armstrong-Whitworth. It would be impossible to imagine anything emanating from the famous Elswick Works that was not exactly as it should be in accordance

**Bedford and Buick.**

An American car which is becoming vastly popular is the Bedford, alternatively known as the Buick. It is one of the medium-priced cars of the American contingent, and is one that I regard as essentially a good one. In appearance it certainly leaves nothing to be desired on



ONE OF THE INVINCIBLES: A 25-30-H.P. TALBOT LIMOUSINE.

account of smartness and general effect of its turn-out, while I hear the very best reports of its behaviour in the hands of its owners. The motorist who desires a really good car at a strictly moderate price might do a lot worse than visit the Bedford show-rooms in Lang Acre

**Vauxhall.**

The name of the Vauxhall is so well to the front that I need do little more than jog the memory of the prospective purchaser of a car in its price class, in order that by no remote possibility may he forget that it is one he must see and try before making his final choice. It is a fine car with as fine a record.

**Lanchester.**

In touching upon the Lanchester we are getting into the class where the purchaser must be well blessed with money before he

dare entertain the idea of acquiring one of these really magnificent cars. The very name of the Lanchester suggests all that is best in the refinement and luxury of motoring. Whether as town carriage or as touring-car, the

Lanchester is one of those vehicles which inspire a lasting regret that such things are not for use. There is nothing better, and very few cars that it is possible to say are even in the same class.

**Adler.**

If the intending buyer of a touring vehicle cannot find what he wants among the long range of Adler cars, which includes almost every type from the excellent little 9-h.p. "Carette" to the lordly limousine, he must be hard to please. The Adler is one of the cars of which I have a very high opinion indeed, and more than that I need not say about it. It should certainly be on the list when one sets out in quest of a car for any purpose.

**Rover.**

The Rover "twelve," of whose running I have more than once set down my impressions in these pages, has attained to the position of being quite the car of the year. That being so, there is no need for anything but the reminder that the motorist intent upon the buying of a car in the medium-powered class simply cannot ignore this undoubtedly fine little vehicle. That it is popular is demonstrated by its vogue on the road, and it is only necessary to say that no bad car ever yet became popular.

**Standard.**

Another car at a moderate price which should receive attention is the Coventry-built Standard, which is supplied in models which range from the 10-12-h.p. to the 23-h.p., and in price from £230 to £375. Besides these, there is the light Standard, at £195 complete, so that there is no lack of choice. They are all cars that can be recommended.



WITH BODY BY THE REGENT CARRIAGE COMPANY, LTD.: A 20-30-H.P. ARMSTRONG-WHITWORTH CARRIOLET.

This car was recently sold in a Hampshire motor through the Walter Scott Motor Company. It is provided with a self-starter and electric-lighting outfit.

with the accepted engineering practice of the day. Several models are made, all of them suitable for touring work; and I would advise the intending purchaser of a car to place the "A.W." on his list to be seen and tried.



A FINE SPECIMEN OF MAYTHORN COACH-WORK: A HANDSOME TOURING PHAETON ON A 30-H.P. DAIMLER CHASSIS.

The car has just been completed by Messrs. Maythorn, of Biggleswade, for Mr. A. Bell. It is painted sea-blue and upholstered in specially made enamelled leather to match.

**Talbot.**

The "Invincible Talbot" is a car that has shown itself well worthy of its name. I need not trouble to set down the record of its deeds on track and road, because, for one thing, I find that

(Continued on next page.)

The climax of tyre security  
The limit of tyre durability  
IS REACHED IN THE

# GOODRICH

## SAFETY TREAD

THE GOODRICH SAFETY TREAD is not a mere novel geometric design, but a Working Principle—a prepared tyre for a definite task—the invention of what Max Beerbohm has termed "a race of impenitent specialists."

It transmits safety by forming a safety track. No matter what surfaces you are travelling, limestone or flint, macadam or granite or wood, town or country, those five tough rubber fingers are always "at grips" with the bed of the road.

That grouped combination of five bars and a cross-tie clean and prepare the surface for your car. Stopping or starting, the tyres GRIP—swerving or braking, they GRIP—as no other tyres can grip. Without loss of speed or resiliency, without increase of weight or cost, they provide you with an ACTIVE SAFETY PRINCIPLE, help your steering, assist your brakes, and make you the master of your own car under all motoring conditions.

Moreover—

This tread is the toughest, highest quality tread ever put into a motor tyre, and will give  
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Wear for Double "SAFETY" in—

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The tough rubber fingers of the Safety Tread take hold on the first impression of a skid. They get right down to the bed of the road and grip. They make the body effective because they stop the road before it strikes. The car is compelled to stay the will of the man at the wheel.





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THE Arrol-Johnston Landaulette is the car par excellence for the many occasions when an elegant, comfortable conveyance is in demand.

THE product of a £100,000 Factory, and with high-grade coach-work mounted on a sweetly silent PROVEN chassis, the car is yet sold at a moderate figure, because the money spent goes into the Cars.

BRIEF Specification: To seat six, including driver, and fitted with 4-cylinder Engine (91 x 140 m/m), 825 x 120 m/m. Grooved Dunlop Covers, Detachable Steel Wheels, Spare Wheel with Tyre, Electric Engine Starter, Electric Lamps, Horn, Electric Road Light, etc., price £580.

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20 H.P.

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## A superb example

of the motor carriage builder's art—externally and internally. The merest glance at Sizaire-Berwick coachwork is sufficient to impress the beholder with its exceptional elegance; the closest investigation of the chassis can reveal no flaw. He understands the true meaning of "satisfaction" who owns a

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"OF  
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C.S.C.

# SUNBEAM ENGINE AGAIN VICTORIOUS IN THE MONACO MOTOR-BOAT RACES

FOR the second year in succession Sunbeam engines have scored a sweeping victory at the Monaco International Motor-Boat Meeting. Such splendid successes afford still further proof of the unequalled efficiency of the Sunbeam engine under conditions which call for utmost reliability. It is a fact worthy of note that Sunbeam car engines are as dependable in service as those that have added to Sunbeam fame in the following races.

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is the opinion of the Motoring Editor of *The Times* on the

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## 15-20 H.P. MODEL

COMPLETE CAR, with two-seater body and full modern equipment. Coachwork equal to the best European productions, and elegant finish. Inclusive price **£320**

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There are very few words which I am not called upon to handle when new achievement by the Talbot, and so the reader is perfectly familiar with the name. As a touring-car it is certainly one of the best of all the cars that are before the public, and that is saying a good deal. There are five models, these being the 15-h.p. at £1,200; the 15-20, at £1,350 chassis; the 20-20, at £1,425 chassis; the 20-30, the chassis price of which is £1,585 with dynamo, lighting-set and lamps; and the 25-30, at £1,645. The 20-40 is a six-cylinder model, the rest being "four's."

**Sheffield-Simplex.** If the Sheffield-Simplex was not the best-designed chassis of Olympia last November, then it had a very narrow escape indeed of being so. It is, of course, numbered among the most expensive cars, and unless one can contemplate putting down anything over a thousand pounds for the complete touring-car then the thoughts had better not stray in



TOURING IN WAMBECKHUR. A 14-H.P. ROVER PASSING THROUGH THE PRETTY VILLAGE OF BRINKLOW

nothing better than the Straker-Squire can give me. If I were contemplating the purchase of such a car, it would be among the leaders on the list of those I should not dream to neglect.

**Straker-Squire.** A car that created something of a revolution at the last Show was the

new Straker-Squire. Quite conventional in its design, it is remarkable for the beautiful accuracy of its construction and the splendid finish which is put into it. I have had my experience of its behaviour on the road, but if it runs nearly as well as it looks—and I am told that it runs even better—then it is an exceedingly fine car. Of course, it is not among the cheapest of the class. As a matter of fact, it is on the expensive side, though, as it has been justly described as "the last word in modern design," that is to be expected. It is one of those cars which make me break the Tenth Commandment every time I see it.

**Oakland.** I now come to another American car, the Oakland. This is one of the medium-priced class, selling complete at £525. I have recently tried one of these cars over a week-end, and I must say that I am very favourably impressed by its running and general behaviour. Later on, I intend to



PERFECTLY ADAPTED EITHER FOR TOWN OR COUNTRY WORK: A 20-30-H.P. ROCHET-SCHNEIDER WITH CABRIOLET BODY FULLY OPEN.

that direction. But if the reader be wealthy enough to view with equanimity the parting with such a sum, then I say to him—go straight away and see the Sheffield-Simplex.

**Straker-Squire.** A wonderful example of what can be done by a close adherence to the "one-model" policy is the Straker-Squire. For some years now the firm has contented itself with producing a car in the "fifteen" class—it is now rated as a 15-20—and by close concentration has succeeded in making it certainly one of the best of that class. Indeed, there are many competent judges who rank it as the best of the class, nor am I disposed to quarrel with their judgment. For my own part, the experience I have had with cars of this mark impels me to say that I want



ONE OF THE SMARTEST OF ITS KIND ON THE ROAD: A 20-30-H.P. SIX-CYLINDER LANCHESTER TOURING-CAR DE LUXE.

The car is a beautiful example of Lanchester work; building very roomy and luxuriously appointed, and illustrates the adaptability of the Lanchester chassis to any design of body. It has an electric starter and lighting set.



A VERY HANDSOME AND DISTINGUISHED CAR: A 20-H.P. AUSTIN "VITESSE," A MODEL OF THE MOST RECENT TYPE.

return to the subject of the Oakland, since it deserves far more than the passing reference I can make just now. This advice I give, however, that if you contemplate the buying of a car of its class, then by no means make up your mind finally until you have tried the self-starting Oakland.

**On Tyres.** The subject of tyres is a difficult one to approach in the matter of giving advice, since most of us have our own ideas on the subject. Therefore, all I intend to say about the matter is that the purchaser will do well to keep to those marks which have been in public favour over a range of years. It is obvious that unless they were good, they would not have survived the test of time. *Verbi sap.—W. WHITALL.*



# The Rochet Schneider Car

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**and 149 LILYPUS STREET S.W.**  
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*Mr. JOHN PRIOR, RAU.*  
*"Daily Mail" 18th March 1914.*

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 Wires: "Perfloc, High Wycombe." Telephone: "Perfloc, High Wycombe."

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**Buy Quality.**

**WHEN** you buy Beldam Tyres you buy Quality—Value—Service—Security. In other words, you spend your money to the best possible advantage. Next time you renew a tyre, fit a Beldam and compare its service, both in wear and road grip, with any other tyre you have ever used. You will find that it saves you money and gives greater satisfaction.

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# THE ILLUSTRATED LONDON NEWS

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NEW YORK, SATURDAY, MAY 30, 1914.

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\$7 a Year in Advance.



"WE DO NOT WANT TO FIGHT THE MEXICANS; WE WANT TO SERVE THEM IF WE CAN": A SHARPSHOOTER OF THE UNITED STATES MARINES PICKING OFF MEXICAN "SNIPERS" DURING THE SECOND DAY OF FIGHTING AT VERA CRUZ—USED CARTRIDGE-CASES ABOUT HIS RIGHT ELBOW.

The bodies of seventeen United States marines and bluejackets killed at Vera Cruz were borne in procession through New York streets on May 12, escorted by sailors and marines from the battle-ships "Wyoming" and "Texas" and a battalion of naval militia. President Wilson, speaking in the Navy Yard in Brooklyn, said: "We have gone down to Mexico to serve mankind if we can find a way. We do not want to fight the Mexicans; we want to serve them if we can. A war

of aggression is not a war in which it is a proud thing to die, but a war of service is one in which it is a proud thing to die. I never was under fire, but I fancy there are some things just as hard to do as to go under fire. I fancy it is just as hard to do your duty when men are sneering at you as when they are shooting at you." Alluding to the diverse nationality of the victims, the President said that, when they went to Vera Cruz, they all became Americans.

PHOTOGRAPH EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS"; BY ARRANGEMENT WITH THE NEWSPAPER ENTERPRISE ASSOCIATION.







## IN IRON-RUSTED UNIFORMS! "JACKIES" IN ORANGE-HUED WAR-DRESS.

PHOTOGRAPH BY C.S.



THEIR WHITE UNIFORMS MADE LESS CONSPICUOUS BY MEANS OF A PRIMITIVE "DYE": MEN OF REAR-ADMIRAL BADGER'S SHIPS LEAVING THEIR VESSEL TO LAND AT VERA CRUZ.

It was noticed that when Rear-Admiral Badger's men landed at Vera Cruz, on April 22, the bluejackets were in orange-coloured clothing, their white uniforms having been dyed with iron rust, evidently to make them less conspicuous. This point our photograph illustrates exceedingly well. Speaking on the occasion referred to under our front page, the Mayor of New York emphasised the American assertion that the United States action

in Mexico is not war, saying of the dead: "These men gave their lives, not to war, but to the extension of peace. Our mission in Mexico is not to engage in conquest, but to help to restore to the neighbouring Republic tranquillity and order, which are the basis of civilisation." General Huerta's commissioners for the mediation proceedings left Vera Cruz in the "Kronprinzessin Cecilie" on May 12.



# DENMARK IN LONDON FOR THE THIRD TIME WITHIN TWENTY YEARS.

ARTIST PHOTOGRAPH BY G.P.U. AND ILLUSTRATION BY HOWARD.



THE KING AND QUEEN OF DENMARK AT LUNCHEON IN THE GUILDHALL: THE SCENE AS THE LORD MAYOR WAS SPEAKING.



THE PRESENTATION OF THE ADDRESS, IN THE LIBRARY OF THE GUILDHALL: THE KING AND QUEEN OF DENMARK LISTENING TO THE READING OF THE ADDRESS BY THE RECORDER—IN THE GROUP ON THE RIGHT, MR. ASQUITH, SIR EDWARD GREY, AND THE PRIMATE.

The King and Queen of Denmark were the guests of the City of London on May 12. At the Guildhall they were received by the Lord Mayor and Lady Mayoress, in the Library, and an Address was presented at a Court of Common Council. Luncheon in the Great Hall followed. In the course of his speech in answer to the toast "Their Majesties the King and Queen of Denmark," King Christian said: "It is with a sincere feeling of veneration that I stand here in this historic hall, where

both my grandfather and my father of beloved memory have been received before me by your predecessors. I fully appreciate the hearty welcome extended to us to-day, and I hope that I may take your words as also addressed to the Danish people, united with the British nation by so many material and intellectual ties. I trust that our visit to this great commercial centre of the world will contribute to the future development of trade between Denmark and Great Britain."



## A FAMILIAR FEATURE OF STATE VISITS: THE "GALA" AT THE OPERA.

DRAWN BY S. BIGG, OUR SPECIAL ARTIST AT THE GALA PERFORMANCE.



THE ROYAL BOX DURING THE SPLENDID PERFORMANCE AT COVENT GARDEN IN HONOUR OF THE DANISH VISIT:  
THE KING AND QUEEN OF DENMARK WITH THEIR HOSTS, THE KING AND QUEEN, AND OTHER ROYALTIES.

The Gala Performance which is so usual an accompaniment to State visits to London took place in honour of the King and Queen of Denmark, at Covent Garden, on Monday evening, May 11. In the special Royal Box were the King and Queen of Denmark, the King and Queen, Queen Alexandra, Princess Victoria, Prince Henry of Battenberg, the Prince of Wales, Prince Arthur of Connaught, Princess Christian, and the Duchess of Albany. The performance consisted of the first act of "La Traviata"; the opening act

of "La Bohème," and the second scene of the second act of "Aida." The decorations at Covent Garden were, of course, as elaborate as usual. At the conclusion of the performance, the whole house stood and the orchestra played "Kong Christian stod ved Hjelen Mast" and then "God Save the King." In our drawing are seen (from left to right) the Prince of Wales, the Queen, the King of Denmark, Queen Alexandra, the King, the Queen of Denmark, and Prince Arthur of Connaught.





**MME. GREVENKOP CASTENSKJOLD.**  
Who was Hostess to the King and Queen of Denmark at the Danish Legation.

THE Danish Minister, M. Grevenkop-Castenskjoeld, who entertained the King and Queen of Denmark at the Legation in Port Street, is well known in London diplomatic circles. He has been Envoy Extraordinary and Minister Plenipotentiary since 1912, and he was here also from 1901 to 1903 as Secretary of Legation. He has since been Minister at Christiania, Vienna, and Rome. He married, in 1910, Ann Margaret, daughter of Count Friis, of Frisenborg.

It was while addressing a Boys' Brigade demonstration at the Albert Hall a few days ago that the founder of the



**THE LATE SIR WILLIAM A. SMITH.**  
The Founder and Secretary of the Boys' Brigade.

Brigade, Sir William Alexander Smith, of Glasgow, was seized with the illness from which he died two days later. He founded the Boys' Brigade in 1883, and gave up his own business, at great personal sacrifice, to promote the movement. In 1908, on the twenty-fifth anniversary of its foundation, he commanded a parade of 10,000 boys at Glasgow before Prince Arthur of Connaught, and the same year he was knighted by King Edward.

Only a few hours after the King had opened the new wing of the British Museum, Mr. A. W. K. Miller died suddenly, in the afternoon of the same day, in the new Gallery of Prints and Drawings. Mr. Miller, who was sixty-five, had only retired last March after forty years' service in the Museum. Since 1912 he had been Keeper of the Printed Books, and, for sixteen years previously, Assistant Keeper.

Although there have been a number of fatal accidents to Army airmen, that which occurred at Farnborough on the 12th was the first instance of a collision in mid-air between two aeroplanes.



**THE LATE CAPTAIN E. V. ANDERSON.**  
Who was Killed in the recent Aeroplane Accident at Farnborough.

One was piloted by Captain Ernest Vincent Anderson, of the Black Watch, and the other by Second-Lieutenant C. W. Wilson, both of the Royal Flying Corps. Lieutenant Wilson had with him Air-Mechanic Carter. Captain Anderson and the mechanic were killed



**M. H. GREVENKOP CASTENSKJOLD.**  
The Danish Minister in London.

### PORTRAITS AND PERSONAL NOTES.



**MR. G. P. ARCHER, C.M.G.**  
Who has been Appointed Commissioner and Commander-in-Chief of Somaliland.

instantaneously, but Lieutenant Wilson, though injured, escaped death, and was found staggering about among the wreckage when assistance arrived.

Mme. Nordica, the famous prima donna, died at Batavia, in the East Indies, on May 10. It will be recalled



**THE LATE MME. NORDICA.**  
The famous Opera-singer, who died from an illness caused by shipwreck.

that she was a passenger on board the steamer *Tasman* when it went ashore some time ago in the Gulf of

then said that Captain Chesape might be induced to fill the vacancy.

In his promotion from Acting-Commissioner to Commissioner and Commander-in-Chief of Somaliland, Mr. Geoffrey Francis Archer reaps the reward of his gallant action at the time of the disaster to the Camel Corps and their commander, the late Mr. Richard Corfield. It will be recalled that Mr. Archer, on hearing the news, at once rode out from Burao with a small Indian escort and succeeded in bringing the survivors of the Corps back to safety.

His many friends in this country will sympathise deeply with the German Imperial Chancellor, Herr von Bethmann-Hollweg, in the sad loss he has suffered by the death of his wife. Frau von Bethmann-Hollweg was only forty-nine, and next month they would have kept their silver wedding. Her maiden name was Fräulein von Pfuel, and she came of one of the oldest families in Brandenburg. She was devoted to her husband and her home, and was greatly beloved by all who knew her.

Since he retired from active political work in 1906, after representing Portsmouth for six years, the late Mr. Reginald Lucas had devoted himself principally to literature. Besides many articles in the Press, he wrote some novels, two biographical works—"George II and His Ministers" and "Colonel Sanderson, M.P.: A Memoir," and other books. In his schooldays at Eton he was a fine cricketer, and was in the Eleven. Later, he served in the Hampshire Regiment.



**THE LATE MR. REGINALD LUCAS.**  
Formerly Conservative M.P. for Portsmouth and well known as an Author.



**MR. T. G. TICKLER, M.P.**  
The successful Unionist Candidate in the Division of Grimsby.

Mr. Bannister, rather than Mr. Tickler, curiously enough, proved the humourist of the Grimsby bye-election. But, as the *Times* recently prophesied in regard to the contest, "those

laugh longest who laugh last." In any case, it was a good-humoured election. Both candidates are local men, Mr. Bannister being connected with the trawling industry, while Mr. Tickler is the owner of a fruit-preserving factory.



**THE LATE AIR-MECHANIC H. CARTER.**  
Who was Killed in the recent Aeroplane Accident at Farnborough.



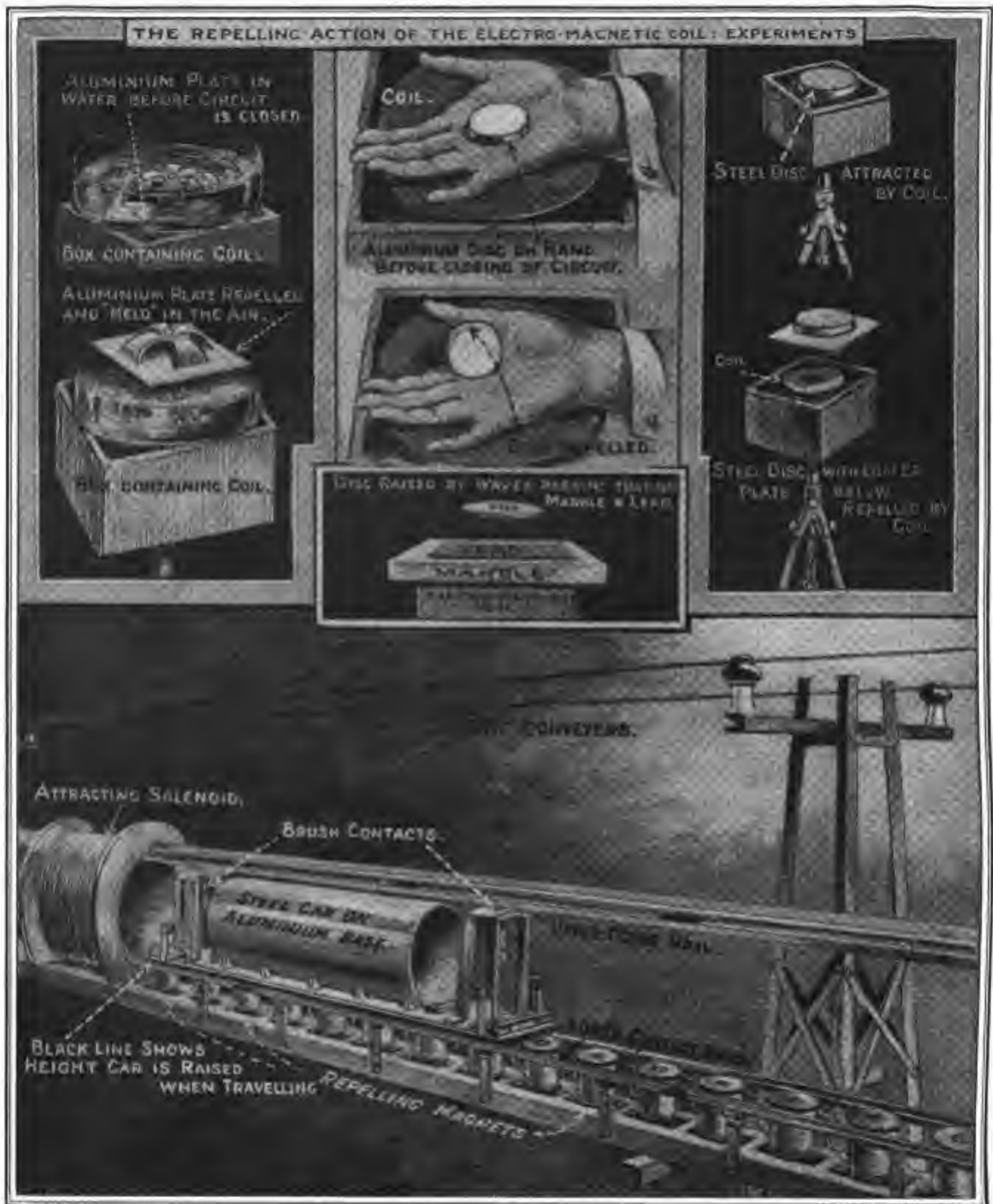
**LORD WIMBORNE'S POLO TEAM FOR AMERICA, AS COMPOSED AT ONE STAGE OF HIS PLANS: (LEFT TO RIGHT) CAPTAIN JONKINSON, CAPTAIN BINGHAM, MAJOR BARRETT, AND MAJOR HUNTER.**

Papua, and her fatal illness, pneumonia, was contracted on that occasion. An American by birth, her maiden name was Lilian Norton, and she was born at Farmington, Maine, in 1894. When, at twenty, she made her operatic debut as Violetta in "La Traviata" at Brescia, she Italianised her name in accordance with the then prevailing fashion.

Lord Wimborne has had great difficulty in making up a representative polo team to go to the United States to meet the American team in the contest for the Polo Cup. After his team had been formed, as shown in our photograph, Major Hunter was obliged to withdraw owing to the illness of his wife. It was



# THE FLYING TRAIN: 300 MILES AN HOUR THROUGH THE AIR?



THE REMARKABLE MODEL OF THE BACHELET "LEVITATED" TRAIN: MAGNETIC REPULSION AND MAGNETIC ATTRACTION TO RAISE AND DRAW ALONG A CAR.

We deal here with the "levitated," or "flying," train, invented by M. Emile Bachelet, which is also illustrated on our Science Page. Primarily, the invention is designed for the carrying of mails at a speed which may be as high as 300 miles an hour. The train, or car, is lifted into the air by magnetic repulsion, and, when thus suspended, is pulled forwards by magnetic attraction. As the "Times" had it the other day: "The railway line consists of a pair of rails about 35 feet long, laid over a series of the coils, or bobbins. The vehicle, weighing 45 lb., consists of an iron car or tube, fastened to an aluminium bed-plate. The repulsive force, acting on the aluminium, lifts it instantaneously, as soon as the circuit is closed, about half an inch into the air and

holds it there. But at intervals the track is spanned archwise by other electro-magnets. The iron of the superstructure of the car responds so that the vehicle is immediately pulled towards them. The electro-magnet, as the car reaches it, is automatically de-energised, and ceases to exert any influence on the vehicle, which passes on, being pulled forward by the next magnet beyond it. Thus it travels on, from one magnet to the next, the speed being in proportion to their number and strength. The coils or bobbins in the roadway which lift the vehicle into the air are excited in groups by the moving vehicle, through brushes affixed to the aluminium bed-plate and kept in contact with the live rail by springs; so that the vehicle carries its magnetic field with it."



## NEWS BY PHOTOGRAPHY: THE CAMERA AS RECORDER.



A PAGE OF THE BOOK OF DIARIES OF THE BLACK PRINCE: A VOLUME TELLING HOW HE PLEDGED A CROWN, AND SO ON.

The "Daily Mail" has chronicled a remarkable "find," nothing less interesting than a volume of diaries of the Black Prince. This deals, for example, with the Prince's visits to the first crest of the Prince's Feathers; his gifts to ladies of the Court and others; his methods of paying something on account to tradespeople; his tailor's bills; and how he pledged a crown he had gained, presumably in battle, from the King of France—this last in July 1355. The book is the missing



A REMARKABLE DISCOVERY IN LONDON: A VOLUME OF DIARIES OF THE BLACK PRINCE, WHICH TELLS MANY INTIMATE THINGS—A 280-PAGE FOLIO, 16 INCHES BY 10 INCHES WIDE.

volume of a group of these; the other two are in the Record Office, and contain accounts for Chester and Cornwall. The newly found volume deals with the English estates; and the word "Anglaterra" is at the top of each page. It is a large folio containing some 280 pages, written in ink by one scribe. It was discovered in London, in a box of old papers left long unopened belonging to a firm of solicitors of several centuries' standing. (Photograph by Courtesy of the "Daily Mail".)



THE OUTSIDE OF THE BOOK OF DIARIES OF THE BLACK PRINCE: A VOLUME TELLING HOW HE PLEDGED A CROWN, AND SO ON.



THE SIMPLE SERVICE IN WESTMINSTER ABBEY IN MEMORY OF THE LATE DUKE OF ARGILL: THE KING, QUEEN ALEXANDRA, THE QUEEN, THE PRINCE OF WALES, AND PRINCESS MARY LEAVING THE ABBEY.

On Friday, May 8, a simple service in memory of the late Duke of Argyll was held in Westminster Abbey. It was attended by the King and Queen, the Prince of Wales, Princess Mary, Queen Alexandra, Princess Victoria, numerous other members of the Royal Family, and many distinguished

people. Princess Louise, the widow of the Duke, sat alone not far from the coffin, on which was a Simon Jack, upon which were the dead Duke's helmet and cyphers and orders. It was arranged that the actual burial should take place on Friday last, May 15, at Kilman, Holy Loch.



THE TERRIBLE COLORADO "COAL WAR": MEN OF THE NATIONAL GUARD IN ACTION.

At the end of April, not long before these photographs were taken, miners on strike in Colorado were very much under discussion; and, for example, the War Department at Washington announced "The condition of affairs at Walsenburg, where Captain Smith is in command, is reported critical," adding that 100 additional dismounted cavalry were to be forwarded immediately to join the force of nearly



THE COLORADO "COAL WAR": ARMED STRIKERS CONCERNED IN THE TROUBLE.

1000 regulars already on the scene. According to cables from New York, over 200 strikers, militia, and mine-guard had then been killed by machine-guns, rifles, and revolvers. In a word, the affair was civil war, started, it is stated, by a remark alleged to have been made by Mr. John D. Rockefeller, jun., to the effect that he would spend his millions to buy the right to employ free labour.



## THE U.S.A. AT VERA CRUZ: MARINES LANDING; "JACKIES" IN ACTION.

THE FIRST PHOTOGRAPH BY C.M.; THE SECOND EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS" BY ARRANGEMENT WITH THE NEWSPAPER ENTERPRISE ASSOCIATION.



LANDING THE FIRST MEN FOR THE OCCUPATION OF VERA CRUZ BY THE UNITED STATES: BOAT-LOADS OF MARINES LEAVING THEIR SHIP.



FIRING FROM BEHIND A FENCE NEAR THE TERMINAL RAILWAY STATION: AMERICAN "JACKIES" IN ACTION AT VERA CRUZ.

As we have noted elsewhere, the first of the Americans occupying Vera Cruz landed there on April 21. It was not long before these were reinforced. On April 27, it was announced that martial law had been proclaimed, that the civil authorities might resume the usual work of administration. On the 28th, General Funston arrived with four transports, carrying about 5000 troops destined to take the place of the Bluejackets

on service ashore. Later, other transports arrived, with a regiment of Marines and Field Artillery. On May 1, General Funston took over the town. A day or two ago it became increasingly evident that the United States had no easy task before them, and there was talk, despite the armistice, of increased war activity in the United States as well as of General Funston's "dangerous position" in Vera Cruz.



## THE UNITED STATES IN ACTION IN MEXICO

PHOTOGRAPH EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS"



AMERICAN "JACKIES" FIRING DOWN A SIDE-STREET OF VERA CRUZ: FIGHTING C

Even while the United States Senate was debating as to the terms of the resolution authorising President Wilson to



# THE "NO WAR" OCCUPATION OF VERA CRUZ.

BY ARRANGEMENT WITH THE NEWSPAPER ENTERPRISE ASSOCIATION.



THE DAY ON WHICH THE VANGUARD OF THE U.S. FORCES LANDED IN MEXICO.

Force against General Huerta, American marines and bluejackets seized the Custom House at Vera Cruz, and took control of the town.



## FIGHTING IN VERA CRUZ STREETS: THE LIVING; AND THE DEAD.

THE FIRST PHOTOGRAPH BY L.N.S.; THE SECOND EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS" BY ARRANGEMENT WITH THE NEWSPAPER ENTERPRISE ASSOCIATION.



READY FOR THE COMING OF THE UNITED STATES FORCE: MEXICANS, RIFLE IN HAND, AT A STREET-CORNER.



KILLED DURING THE FIRST DAY OF FIGHTING AT VERA CRUZ: DEAD MEXICANS AT A STREET-CORNER.

American marines and sailors of the United States Navy had complete control of Vera Cruz by the afternoon of April 21. There was a certain amount of fighting during the morning. Buildings occupied by Mexican sharpshooters were shelled by the war-ships, and some fires broke out; while Mexican snipers caused a good many casualties among the Americans. There was desultory firing during the night. At that

time there were some 4000 Americans on shore at Vera Cruz, some of them from the ships of Rear-Admiral Badger, which arrived on the evening of April 21. When night fell, the Americans held the water-front, the Custom House, the eastern side of the city, and the railway-line as far west as the Round House near the western edge of the northern side of the city.



## THE DEAD: TRAGEDY OF THE AMERICAN OCCUPATION OF VERA CRUZ

Photographs by C.N.



AMERICAN "JACKIES" KILLED DURING THE OCCUPATION OF VERA CRUZ BY THE UNITED STATES:  
BODIES OF THE DEAD BROUGHT BACK TO THE SHIP.



WITH PASSING AMERICANS SALUTING: MEXICANS CARRYING A COFFIN CONTAINING THE BODY OF ONE OF THEIR NUMBER SHOT WHILE SNIPING "JACKIES."

On April 23 it was announced that the total casualties of the Americans were 12 killed and 60 wounded; while the Mexican losses were estimated at 150. On the following day, additional marines and bluejackets, with two aeroplanes, were landed; and on that day Admiral Badger reported 3 additional men killed and 25 more wounded during the occupation. Then 5400 men were ashore. The Americans made

a house-to-house call, alarming the natives. Sniping continued and further casualties. During the earlier stages especially, much sniping was practised from the house-tops and elsewhere, although the majority of the Mexicans had retreated to the sand-hills on the west. As a result, Rear-Admiral Fletcher sent word, under a flag of truce, that if sniping did not end he would bombard the city with big guns.



# "MILES ATTENDAT PRAECEPTIS!" BRITISH GUARDS AS ANCIENT



It was arranged that the Royal Naval and Military Tournament should begin at Olympia on May 14, and it will be continued until the 25th. The spectacle of this year is called "The Romans in Britain," and describes the coming and going of the Roman Legions, the first regular drilled and disciplined troops sent to these islands. In the first scene is the "Triumph of Claudius the Emperor, 43 A.D. conquest of Britain, and the setting of the Cross Flaminia in 44 A.D. The second scene deals with the Roman life in 44 A.D., and the place is "Behind the Roman Wall in Britain, near Exeter." Here is illustrated Roman military life; and here, too, is seen the capture of the barbarian king, and a Scandinavian chief. The same scene, as described in the programme. We see the guard mounted on the wall, slaves dragging in the heavy onager or slug, while



1. LEARNING HOW TO USE AN ONAGER FOR SLINGING STONES: PRACTISING WITH A "SCORPIO"—THE MACHINE, ON ITS CART, AFTER THE ARM WITH A SLING AT ITS END HAS BEEN RELEASED.

2. WITH A MACHINE FOR SHOOTING ARROWS: LEARNING THE USE OF THE BALLISTA—THE LATER FORM OF THE MACHINE, WHEN IT SHOT ARROWS INSTEAD OF STONES.

Continued: the god Thor, and it is the handiwork of the Norsemen. The Romans stand disciplined and unmoved at their posts. The centurion gives the command, "Engage": a volley of arrows sings through the air: the onager hurls its stone. For a time the battle is uncertain, but in the end, man by man, the Legionaries die at their posts, all save the centurion folding the standard of his company, who is spared for the sword of the Scandinavian chief. So this Roman, too, is slain; and the barbarians burst into a song of victory while their leader is enthroned on the bodies of his enemies. The Romans are played for the most part by Guardsmen, who had to get used to such commands as "Miles attendat Praeceptis" for



## ROMAN LEGIONARIES WORKING BALLISTA AND ONAGER.



The transport and light-armor are paraded for inspection. The General and his officers go to the Vestibulum for the transaction of the day's business. A British of Roman soldiers, and a party of cavalry enter from the north, bringing with them a prisoner. Again we hear a flourish, and there enters an imperial messenger, escorted by two cataphracts, exclaiming that in complete armor. The messenger hands a letter to the General, who announces to the troops that their presence is required in the Caesarian frontier. Orders are issued. Having detailed a small party to guard the walls, the General and his forces depart. In the rear where the barbarian hordes approach, and the sentinels and his handful of men close the gates and man the wall. In the midst of the savage throng is seen a beleaguering being slowly pushed forward. It bears on its front the bloody head of



3. USING THE ONAGER: THE STONE-HURLING DEVICE BEFORE THE RELEASE OF THE ARM WITH THE SLING AT ITS END CONTAINING THE MISSILE.

4. ILLUSTRATING THE METHOD OF ADVANCING UNDER A ROOF OF SHIELDS: THE TESTUDO (TORTOISE FORMATION) FOR USE BY ATTACKERS.



5. PREPARED TO RECEIVE A CHARGE: ROMAN SOLDIERS READY FOR THE ENEMY'S ATTACK.

the familiar "shun"; "Ad hastam decima" for "Right turn"; and "Ad hastam inuenta" for "Right-about turn"; to say nothing of "Versa," for "Dress by files," and "Ad scutum converte" for "Left wheel." The onager was a large catapult for slinging stones, and was also called scorpio. Every Roman cohort had an onager carried on a cart drawn by two oxen. The ballista was for projecting stones, beams, or balls up to 150 lb. weight at an angle of 30 degrees. In its later form the ballista shot arrows. The emergency testudo (tortoise) of shields was a formation used to protect advancing men attacking fortifications. When soldiers were undermining walls, a wooden testudo, or shelter protected the men.





AWARDED THE BOTANICAL MEDAL OF THE AUSTRIAN ACADEMY OF SCIENCE: DR. E. R. WIELAND.

Dr. Wieland, who is a Professor at Yale University, has received the reward in question for his researches on the subject of fossilized *Hydrophytes*.

## SCIENCE JOTTINGS.

MAY FROSTS AND YOUNG PLANTS.

EVERY gardener naturally dreads the sudden drops of temperature which we often experience at this time of year. After two or three days of balmy and genial weather which brings all vegetation forward by leaps and bounds, and which almost persuades us that summer has come, the wind suddenly changes and we get an icy blast from the north-east. During the day, the increasing heat of the sun serves to counteract this, and prevents the thermometer from falling below a relatively high level. With the darkness comes the cold snap, and the mercury, on the grass at any rate, falls to below freezing-point. Instantly all the young and tender shoots of trees and shrubs wither as if scorched by fire, and we think ourselves lucky if they recover themselves later in the year when warm nights succeed warm days.

The odd thing about this state of things is that it, by no means corresponds to what happens in the winter. Trees like oaks and birches, for instance, which flourish far north, can support a temperature of minus 10 deg. F., or more than 10 degrees of frost, without dying under it, and do so for a considerable period of time during a hard season. Yet one or two degrees of frost in May are sufficient seriously to check the growth of the young shoots of these trees in the open, and the 10 degrees just named will kill them outright in the laboratory. This is the result of the researches which Professor A. Winkler has lately made into the phenomenon, the results of which were published by him last year in our German contemporary, *Die Umschau*. At the same time, he found that by lowering the temperature gradually, or by a few degrees every day, he could in about a fortnight get similar shoots to live and thrive in a temperature of minus 25 deg. F., or nearly 10 degrees of frost.

It was the last fact which put Professor Winkler on the track of the real reason of the trees' sensitive-

gradually until it reaches its climax in January, which, in our latitude, is the coldest month in the year. This power is maintained until the second half of February when it decreases rapidly, especially if the weather be warm, until at length it reaches the point when, as has been said, the young shoots are withered by a cold which is hardly sufficient to freeze water. This is not a question of age, because as Professor Winkler's experiments showed him, the leaves of evergreen plants, such as the conifers, can not only resist low temperatures even when they occur suddenly, but their endurance is greater when they are young than



THE AIR TRAIN WHICH ITS INVENTOR CLAIMS WILL TRAVEL THROUGH THE AIR OVER A TRACK AT THE RATE OF 100 MILES AN HOUR: A MAIL-CARRIER OF MR. BACHLETT'S MODEL SUSPENDED IN THE AIR.

The so-called Air Train, as we give it its proper name, the Bachleett Levitated Railway, is at present in model form. It has been described as follows, by the "Daily Express":—"The explanation of the system under which the air train is made to perform its marvellous work is this: Mr. Bachleett has discovered that certain metals offer a retarding influence to the magnetic force flowing from an electric coil energized by an alternating current. This retarding influence sets up 'eddy' currents, which cause the creation of magnetic attraction, namely, magnetic repulsion. In other words, the effect of a magnetic field on certain metals is to repel instead of to attract them. One of these metals is aluminium, and the effect of magnetic electricity on aluminium is the great factor in the working of the air train. The bar, or bars, of the air train are long, narrow, and taper-shaped. When they are stationary they rest on a track below which, at intervals of two feet, are electric coils arranged to deliver the magnetic lines of force against the resulting aluminium of the bar. As soon as the electric influence is set in motion the coils, instead of attracting the bar, push it away, with the result that the bar is immediately raised and held suspended in the air clear of the track, the only connection between the bar and the track being the brushes used for contact purposes. At intervals of twenty-five feet along the track are placed solenoids, or pulling-magnets, shaped like a tunnel. The bar passes through these solenoids, which are automatically energized or de-energized, thus acting as a continual magnet to draw the train along." The inventor claims that his air train would travel at at least 100 miles an hour, and that the cost of running would be infinitesimally small compared with the cost of the railways of to-day.



THE AIR TRAIN: A MAIL-CARRIER OF THE LEVITATED RAILWAY ITS OUTER COVER REMOVED, ABOUT TO ENTER A SOLENOID, OR PULLING MAGNET, SHAPED LIKE A TUNNEL AND ONE OF A SERIES FORMING A CONTINUOUS MAGNET TO DRAW THE TRAIN ALONG.

ness to cold. He found that during the months of September, October, November and December, the power of trees and shrubs to resist frost incursions

when they are old. One is, therefore, tempted to think that we have here a phenomenon of what is sometimes called atavism, or a return to the primitive

AWARDED THE ZOOLOGICAL MEDAL OF THE AUSTRIAN ACADEMY OF SCIENCE: DR. ROSS GRANVILLE HARRISON.

Dr. Harrison is Professor of Comparative Anatomy at Yale University. He has received the award in question as recognition of the value of his researches into the growth of the nerves.

conditions of the race. The firs and other conifers have always been indigenous to the Arctic or sub-Arctic countries, and are, therefore, indifferent to changes of temperature, whether sudden or gradual. Oaks, beeches, and other trees, on the contrary, come from a warmer climate than ours, but have succeeded in adapting themselves to our winters by a long and gradual process of acclimatization.

This is in accordance with the law of the survival of the fittest which leads to the development and accentuation of those qualities in the individual which make for the persistence of the race. But these characteristics, painfully and laboriously acquired in the course of centuries and millennia, are sometimes wholly or temporarily lost in a sudden change of environment. It is as if a steel spring, quiescent and apparently constant to its new form when coiled, still retained within it the power and desire to return to its original form of a straight bar.

Thus dogs, probably the earliest of domesticated animals, when transferred to a tropical country, such as Central Africa, lose in a few generations most of the characteristics they have acquired in Europe, and revert more and more to the type of the jackal and the wolf. Thus their ears, whatever their breed, tend to become pointed, their coats turn sandy or rusty, and their bark becomes a howl. Some attempt has been made to show that this is the result of disease, and thus resembles the effect of malaria on the human constitution. Yet the Egyptian dog of Pharaonic times possessed, as we see by the monuments, those very characteristics; and as he was certainly domesticated before the European animal, it is probable that these are the original features of the race.

One sometimes wonders whether the same force is not at work with mankind, and whether in a sudden change of surroundings they do not revert to the ways of the natives of their original



THE AIR TRAIN: A MAIL-CARRIER PART OF THE WAY THROUGH ONE OF THE SOLENOIDS, OR TUNNEL-SHAPED PULLING-MAGNETS, WHICH ARE SET AT INTERVALS OF TWENTY-FIVE FEET ALONG THE TRACK, ABOVE WHICH THE TRAIN RUNS.

habitat. As Horace said, in fact, "they change their sky, but not their minds, when they travel overseas." F. L.



## MONSTERS OF THE BACKYARD.—VI.: CAMEL AND HEARTH CRICKETS.

FROM "A BOOK OF MONSTERS," BY DAVID FAIRCHILD (SHORTLY TO BE PUBLISHED). COURTESY OF THE NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON. PHOTOGRAPHS BY DAVID FAIRCHILD.



WITH ANTENNAE, AS LONG AS ITS BODY, WHICH MAY HELP IT TO JUMP IN THE DARK;  
THE STONE OR CAMEL CRICKET.



MINSTREL TO MAN THROUGH THE AGES, AND OCCASIONALLY WITH A SONG WHICH CAN BE HEARD FOR A MILE;  
THE CRICKET ON THE HEARTH.

With these two illustrations, we conclude our series of photographs of Monsters of the Backyard. The following is from Mr. David Fairchild's notes on his remarkable photographic magnifications: "The stone or camel cricket seems strangely equipped for its night life, for it has antennae as long as its body. I cannot help wondering if these help it to jump in the dark. Fabre says: 'Our senses do not represent all the ways by which the animal puts himself in touch with that which is not himself.'—Through the ages, the cricket on the hearth has rubbed his rough wings together

over his head and sung man to sleep. The carrying-power of their song is extraordinary. There are species whose strident notes can be heard for a mile, although their little bodies are scarcely more than an inch in length. The males alone are musical. As one listens to their friendly song, it is hard to appreciate what fighters they are among themselves, the larger ones even turning cannibals when food is scarce, although a glance at the photograph shows how well equipped they are for battle. They jump a hundred times their own length."



## THE MAWSON EXPEDITION: THE GREAT ADVENTURE

PHOTOGRAPH REPRODUCED BY PERM.



ABOUT TO CROSS A BRIDGE OF SNOW OVER A GREAT CREVASSE AKIN TO THAT INTO  
UNKNOWN ANTARCTIC—ON

In last week's issue of "The Illustrated London News" we made our readers familiar, by means of drawings and photographs, with certain very interesting aspects of the Australasian Antarctic Expedition under Dr. Douglas Mawson, a great adventure during which Lieutenant Nimmo, of the Royal Fusiliers, and Dr. Xavier Mertz lost their lives, and Dr. Mawson himself suffered such privations that it was almost a miracle that he reached his base, which, in point of fact, he attained only to meet great disappointment: to see his ship



## **DURING WHICH TWO OF THREE EXPLORERS WERE LOST.**

BY MR. WILLIAM HEISEMANN.



**WHICH LIEUTENANT NINNIS FELL TO HIS DEATH; THE MAWSON PARTY EXPLORING THE  
A GLACIER OF ADÉLIE LAND.**

The "Aurora," steaming away from him, having given up his companions and himself as lost, a fact which made it necessary for him to remain in the Antarctic for another year, with seven men who had remained behind as volunteers. As one of the drawings we published last week showed, it was in a crevasse of the nature of that here illustrated that Lieutenant Ninnis was lost. The Expedition did excellent work; and was unique in that its base on Macquarie Island linked the Antarctic with Melbourne by means of a wireless installation.



# SUCCESSOR TO THE DUKE OF CONNAUGHT: A NEW GOVERNOR.

PHOTOGRAPH BY STYVILL



APPOINTED TO CANADA: PRINCE ALEXANDER OF TECK, BROTHER OF THE QUEEN;  
WITH THE PRINCESS AND HIS CHILDREN.

It is announced that the King has been graciously pleased to approve the appointment of H.S.H. Prince Alexander of Teck, G.C.B., G.C.V.O., D.S.O., to be Governor-General and Commander-in-Chief of the Dominion of Canada in succession to Field-Marshal H.R.H. the Duke of Connaught, whose term of office will expire in October. The new Governor-General was born at Kensington Palace on April 14, 1874. He is brother of the Duke of Teck and of the Queen. In 1904, he married Princess Alice of Albany. Their Serene Highnesses have two children: Princess May, born in January 1906; and Prince Rupert, born

in August 1907. The fact that another member of the Royal Family has been appointed to Canada is looked upon as a considerable compliment to the Dominion; and it is certain that Prince Alexander will do well there, for he has gifts both military and social. He is a Major in the 2nd Life Guards, and has seen service in Matabeleland (in 1896), when he was mentioned in dispatches; and in the South African War, when he won the D.S.O. and another mention in dispatches. When Prince Francis of Teck died, in 1910, Prince Alexander took up with enthusiasm his work for the Middlesex Hospital.



LADIES' SUPPLEMENT FOR MAY.



A QUEEN WHO HAS NOT YET HAD A THRONE: QUEEN AUGUSTA, CONSORT OF KING MANUEL, FORMERLY RULER OF PORTUGAL.

Queen Augusta, before her marriage to King Manuel, was Princess Augustine Victoria Wilhelmina Antoinette Mathilde Ludovica Josephine Marie Elizabeth of Hohenzollern. Seeing that she married last year, after King Manuel had been driven from Portugal by the revolution which made his country into a republic, and that therefore she has

never entered Portugal as Queen, her features and personality are better known to the people of Great Britain than to her "subjects." King Manuel's consort takes great part in Society functions, and is very popular at Twickenham, where she and King Manuel reside. (Photograph by J. F. A.)





It cannot be said any longer that women, when they take up their palettes and brushes, err on the side of insipidity; nor can they truthfully be accused of being "lady-like" in their attitude towards art and life. It is not the women who supply the "problem pictures," cheap sensationalism, and stories in paint at the Royal Academy Exhibitions. Those who "count," like Mrs. Swynnerton and Mrs. Laura Knight, have no compromise with prettiness, and both are curiously synthetic in their method. It is remarked on all sides by the critics that two at least of the outstanding pictures in the present Royal Academy Exhibition are by women. Mrs. Swynnerton's extremely distinguished, as well as alluring, portrait of "David and Jonathan" depicts two small, roguish boys in blue, emotionally dependent on each other, walking in an old English garden of sumptuous design, suggesting that air of continuity, of tradition, which hangs about stone terraces, clipt awards, blooming roses, and immemorial trees in

this England of ours. This is decidedly one of the pictures of the year, a claim which must also be made for Mrs. Knight's huge canvas—badly hung—called "March Many Weathers." In some respects, this picture overtops even Mrs. Swynnerton's admirable brush-work and style. The subject is that of a large, shabby, patient brown cart-horse, on which are seated a farm-labourer and his gay little daughter; on the man's face all the astounding courage, the patient endurance, of the poor; on the



MRS. E. H. MILLER, THE HON. SEC. OF THE LADIES' GOLF UNION, TO WHOSE EFFORTS THE GREAT POPULARITY OF LADIES' GOLF IS MOSTLY DUE.

Photograph by Kate Prosser.

child's the ephemeral optimism of the first young years. A stormy March landscape, portentous sulphury clouds, with a hint of fine weather, form the background for horse, man, and child. It is a fine, a notable piece of work, and one, moreover, which leaves you furiously thinking. There is no "story"; it is a statement of fact seen through the eye of an artist and thinker. To compare this canvas with Miss Lucy Kemp-Welch's "The Waterway" makes one wonder why our premier feminine animal-painter sometimes lays so much stress on her undoubted technique, and lets her imagination lie fallow. These horses crossing a stream are photographic in their realism, but they leave the spectator absolutely cold. Miss Kemp-Welch is more herself when she paints skittish ponies and wild colts exhibiting the joy of life on moors or downland.

In architecture, a number of women are now coming to the fore, notably in what may be termed their special province—what Ibsen's Master-BUILDER called "houses for men and women to live in." Miss Annie Hall was the first woman who qualified for, and was elected to membership of, the Society of Architects; while two sisters, the Misses Charles, have distinguished themselves at the Royal Institute of British Architects, the elder being the first lady to be admitted as member. Miss Charles, indeed, has taken

her profession very seriously, and was articulated to the firm of Messrs. Ernest George and Peto, where she studied the planning,



MISS A. B. WALKER, WHO HAS WON THE LADIES' FENCING CHAMPIONSHIP FOR THE SECOND TIME IN SUCCESSION.

Photograph by Robert and General.



THE WIFE OF THE GERMAN AMBASSADOR, WHO HAS WRITTEN A BOOK ENTITLED "THE GODS, KINGS, AND ANIMALS OF EGYPT." PRINCESS MATILDA LICHNEVSKY.

Photograph by General.

designing, and decoration of houses to such profit that she was enabled to pass the examination of the Royal Institute of British Architects. It seems, indeed, obvious that the planning and decorating of dwelling-places is peculiarly suitable as a feminine profession. They would probably make for lightness, brightness, and gaiety; they would incline towards broad staircases with wide treads, towards cupboards in abundance, and to facilities for housemaid's work being done quickly, neatly, and effectively. No female architect would place the kitchen a long way from the dining-room, which was so often done in great country houses built and designed by men. It would seem as if, once a woman takes up this work, she understands it fundamentally. Thus, Miss Ethel Charles won the Silver Medal of the Royal Institute of British Architects for an essay on "The Development of Architectural Art from Structural Requirements and Nature of Materials," and was congratulated thereon by the President. She has recently been lecturing at King's College on "The History of Architecture, House Decoration, and the History of Furniture." It is noteworthy that the architects, as a class, have shown themselves far less hostile to women

competing with them in their profession than members of the Bar and doctors. In North America, where there is far less sex-prejudice than in England, and where being a woman is not necessarily a bar to taking up a profession or business, the Canadian Pacific Railway Company has been gallant enough to employ a woman to decorate all the Company's hotels from Quebec to Vancouver, with eminently satisfactory results.

In hygiene, sanitation, and matters of public health, women are showing themselves indefatigable as reformers and teachers, and it would be difficult to overestimate their work in this direction. This is the fifth year in succession in

which the Women's Imperial Health Association will carry on their propaganda in the countryside by means of a caravan. The county chosen this year is Cambridgeshire, and will include adjoining bits of Herts and Huntingdon. The caravan, aptly named the "Florence Nightingale," comes out of its winter quarters this week, and starts out on its leisurely progress by way of St. Albans. Miss Faithfull-Davies, lecturer at the Edinburgh School of Domestic Economy, is in charge of the Health Mission, and what is principally aimed at is instruction in the proper feeding of children. Lantern-slides and films form part of the equipment of this health-caravan, and one can readily imagine, during a slow, three-months' tour, how easily and in what homely fashion the necessary hints could tactfully be imparted to rustic mothers of families. During the last three weeks, Dr. Elizabeth Sloan Chesser, the well-known doctor, will be in charge of this health-mission on wheels.



TO MAKE A SIX-MONTHS' JOURNEY IN A WHEELBARROW THROUGH ASIA, CHINA, AND ACROSS THE GOBI DESERT: MRS. MARY GAUNT, THE FAMOUS TRAVELLER AND AUTHOR.

Photograph by Hogg.



IN CHARGE OF A HEALTH MISSION ON WHEELS: DR. ELIZABETH SLOAN CHESSE, AUTHOR OF "THE HOUSE ON WHEELS," WHICH HAS JUST BEEN PUBLISHED.

Photograph by Francis & Liberty, North.



## BEFORE THE CHAMPIONSHIP: THE TEAMS FOR THE MILLER TROPHY.

PHOTOGRAPHS BY SPIKE AND GENERAL.



THE WELSH TEAM IN THE INTERNATIONAL CHAMPIONSHIP.  
 Standing from Left to Right: (Back Row) Miss Evans, Miss R. Davies,  
 Miss. Pugh, Miss Davies; (Front Row) Miss Williams, Miss. Jones,  
 Miss. Griffiths, Miss. Jones, Miss. Evans, Miss. Jones, Miss. Jones,  
 Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones.

THE Ladies' Championship Meeting started on the Hunstanton Links with play for the Miller Trophy. This Trophy is competed for by the international teams of England, Scotland, Ireland, and Wales, and was won by England, who had a very strong representative side. As the international teams contain nearly all the most important players of the Championship, the groups given on this page will be of special interest. For the Championship this year a greater number of competitors entered

(Continued on Page 10)



THE REPRESENTATIVES OF IRELAND IN THE INTERNATIONAL CHAMPIONSHIP.  
 Standing from Left to Right: (Back Row) Miss. Jones, Miss C. Stevens,  
 Miss. L. Jones, Miss. E. McArthur, Miss M. Ellis, Miss. E. Jones,  
 Miss. E. Jones, Miss. Jones, Miss. V. Grant-Jones, and Miss. Jones.



THE ENGLISH TEAM, WINNERS OF THE INTERNATIONAL CHAMPIONSHIP.  
 Standing from Left to Right: (Back Row) Miss. Jones, Miss. Jones, Miss. Jones,  
 Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones,  
 Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones.



THE IRISH TEAM IN THE INTERNATIONAL CHAMPIONSHIP,  
 PLAYED AT HUNSTANTON.  
 Standing from Left to Right: (Back Row) Miss. Jones, Miss. Jones, Miss. Jones,  
 Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones,  
 Miss. Jones, Miss. Jones, Miss. Jones, Miss. Jones.

their names than on any previous occasion, a fact which gives ample proof of the increasing popularity of golf for ladies. The Hunstanton course, on which the Championship was played, is one that is admirably suited for ladies, though it is, perhaps, not long enough for the longest drivers among the men. The length of the course is 38 rods and 40 rods, and it contains some very fine holes, especially the first, seventeenth, and the eighteenth. The first hole is not particularly difficult, but a topped shot at the first tee, often caused

(Continued on Page 10)

Continued.  
 by the nervousness which the first shot in a Championship produces, will nearly always reach a very formidable bunker. The seventeenth, a two-shot hole for a man, requires a good drive and then perfect play over the top of a hill and over a large bunker on the other side of the hill. This hole is one of the best on the course; while the eighteenth, the last hole, must be played perfectly to avoid disaster. This is the first time that the Ladies' Championship has ever been played on the Hunstanton Links. The players chiefly in the public eye were Miss Muriel

Dodd, the Champion of 1913, who is also the Canadian Champion; Miss Gladys Ravenscroft, Champion of 1912, and present holder of the American Championship; Miss Cecil Leitch, the well-known golfer; Miss E. Grant-Suttie, the Open Champion of 1910, and the Scottish Champion of 1911; Miss Bertha Thompson, who won the Championship in 1905; and Miss Janet Jackson, the present Irish Champion. A noticeable feature of this year's, the twenty-second competition, was the absence of any American players, in contrast to the Men's Open Championship, where the American contingent is in full force.



# England's National Flower in its Newest

SPECIALLY PHOTOGRAPHED IN THEIR NATURAL COLOURS



1. NOT YET ISSUED TO THE GENERAL PUBLIC:  
THE "KATHLEEN CHALMERS" ROSE (MR.  
HUGH DICKSON'S NEW BLOOM).

2. THE "COUNTESS CLAREMONT" ROSE, TO  
BE ISSUED FOR COMMERCE IN JUNE  
NEXT (RAISED BY MR. HUGH DICKSON).

3. THE FAMOUS "DAILY MAIL ROSE," THE  
"MADAME EDOUARD HERLOT" (RAISED BY  
M. FERNET-DUCHER, OF LYONS).

It is not surprising that every gardener, whether amateur or professional, takes the greatest interest in the rose, the flower that is not only beautiful in itself, but has also a national meaning. Though the forms which the rose takes at the present day are almost without number, before the fifteenth century the gardener of the Middle Ages had to content himself with only four varieties. Then came the importation of the Damask rose and the Provence rose, and in Shakespeare's day more than twenty kinds were known and cultivated. It was in Edward I. that



# Form: The Latest Varieties of the Rose.

OURS FOR THE ILLUSTRATED LONDON NEWS.



1. A SINGLE FROM TWO DOUBLE ROSES: THE CURIOUS AND BEAUTIFUL RESULT FROM A CROSS BETWEEN THE RED "HUGH JACKSON" AND THE WHITE "FRANZ KARL DRUCKER" ROSES (GROWN BY BROWN, OF PETERBOROUGH, AND NAMED "MRS. R. H. W. W.")

2. THE LATEST TRIUMPH OF M. PERNET-DUCHER, THE ROSE "CONSTANCE," PROBABLY TO BE PLACED ON SALE IN THE AUTUMN

the adoption of this native of British soil as the floral emblem of England was due; and though the use of the white and red roses as the signs of the opposing parties in England's great civil war gave a tragic significance to the national flower: it was retained in the royal badge of England by Henry VII., whose accession to the throne put an end to the hostilities, and it remains to this day as the symbol of national unity and patriotism. In France also the cultivation of the rose has always been popular.





By MRS. C. W. EARLE.

Author of "The Flower from a Garden Window."

LAST month I promised to give further details on the subject of the Cape pelargoniums, and their numerous hybrids, through visiting the collection they have of them at the Horticultural Gardens at Wisley. I have several specimens myself, and in the month of August, especially in the early days, I will give cuttings to those who write to me for them. Many private individuals have good collections now, as was seen at the great Horticultural Exhibition in May last year. I know of no nursery-man who sells them or exhibits them. Though the collection at Wisley fills a very large house without a great number of duplicates, it only goes to prove how many of the best hybrids have been hopelessly lost; and we know them only by illustrations in Andrews' "Botanist's Repository," the first volume of which is dated 1797; and also in Robert Street's "Geraniaceae," brought out just over a hundred years ago.

Now that the fashion is reawakened, I trust more of the original plants may be brought from the Cape, and fresh hybrids grown which will not be inferior to those figured and described in the old books. It is only comparatively lately that it has been decided that all the plants of the geranium family that come from south of the Equator should be called pelargoniums, and the Northern and harder kinds retain the name of geranium. So when we say in a summer garden, "What beautiful geraniums!" we use the language of my youth, but which is now the language of the ignorant.

So far as I can judge from the plants at Wisley, there are not a great many of these plants that it would be worth while for the amateur with limited room to grow. In Mr. Robinson's last edition (the eleventh) of "The English Flower Garden," there is a longer description of these plants than in former editions. I grow a certain number of these Cape pelargoniums for the sweetness of their leaves. Of these, as I wrote last year, one given to me as Prince of Orange, is the best—not the variegated one. But it is rather tender, and out of doors even in the summer it almost loses its scent. It wants the same treatment as the fancy pelargoniums advertised by nursery-men. There are five or six kinds that have insignificant flowers, but are quite worth having for the sake of their leaves; and they come in most usefully for autumn cutting, as they grow into large plants out of doors in summer. The others I grow are for the charm and beauty of their flowers and the long time they remain in bloom.

I fear beginning with names, as they have not at all settled these at Wisley, but a small white flower spotted with bright red marks, bright green leaves, and a stem with big thorns on it is named at Wisley *P. Echinatum*. Robinson's Unique Crimson and Unique Aurora and a tender large-flowered Cape hybrid called *Chorinda* are beautiful things, well grown. It will be a long time before the names are fixed and decided at Wisley; now the same plant has often three or four names. It is to be hoped that many of the species figured by Andrews will be reintroduced from the Cape of Good Hope. If they came at the end of the eighteenth century in slow-sailing vessels, how much easier could they be brought now! I was disappointed at finding so few "species" at Wisley.

The first private collection of these pelargoniums I ever saw was at Miss White's, head of the Alexandrian College in Dublin. And in Mr. Robinson's beautiful book, "Flora and Silva," there is an article by Miss White on the scented-leaved pelargoniums, and a charming illustration, almost worthy of the old drawings, of the flower of a hybrid called *P. Lady Mary Fox*. It, and one called *Sherblands Pet*, both flower well all the late summer and autumn out of doors.

I have so increased *Tritoma coccinea*, by growing on under a hand-light the bulblets that come off when the larger bulbs are repotted in July, that I had a long shelf full of them in flower for a month in the greenhouse, and I have hardly ever met anyone who knows it. Barr catalogues it as *Tritoma rosea*. Yet it is not pink at all, but a clear beautiful orange. Between these, *Nemesius*,

sown in pots in September, if not staked but allowed to hang down, make a very good combination. These can also be sown in pots in May for autumn flowering. And when sown out of doors it is worth while saving one's own seed, though it is so light that it is difficult to gather and must be done early in the morning, selecting the best colours. A wet March is a wonderful help in this garden for all flowering shrubs, and the constant throwing out and pruning makes the whole difference to the next year's bloom, beginning with *Jasminum nudiflorum*, *Garrya*, *Elaphoglossa*, *Foraythia*, etc. The right pruning of lilacs is also very important to their flowering, especially the taking away of

covered with its large white flowers at the same time as the larger plant above named. Many rather delicate things will survive here if covered up after Christmas with bracken, or straw, or fir branches. *Coronilla* has survived here so covered; and the lovely *Carpenteria californica* and tender *Jasminum primulinum* both survive here treated in the same way.

In gardening one gains curious experience of the effect of soil on plants. I have grown, propagated, and flowered for years here one of the handsomest of the saxifrages, *S. pyramidalis*, especially for pot-culture, increasing it every year by removing the offsets it throws off, as only the large rosette flower, and then only the third year. Last year, by mistake, I planted the young pieces in a bed that had been prepared with clay for other cuttings. Every piece of the saxifrage damped off in the winter, and I am left with only two or three little plants that had been left on the rockery. Soil plays such an important part in all plant cultivation. Of all the cheap gardening books for sale, I think none is more complete and instructive than "An Encyclopedia of Gardening," by W. P. Wright (Dent and Co.).

But to return to plants. *Geraniogalum nutans*, turned out of most gardens, as it spreads like a weed, is all the same a very lovely thing, with its pale flowers streaked with tender green, and every bud flowers well in water. It does best in a bed between strong-growing perennials. Grown in grass the flower spikes are not so fine; the foliage soon dies down. *Asclepias tuberosa* I was long in growing successfully; the secret is to fork the bed well at the end of June, and pay no attention to the tubers. In this way it increases and flourishes.

Before the dandelion comes into bud, the young leaves, well washed, make a most excellent salad, mixed with beetroot or not, according to taste; but with a dressing of a little salt and a little sugar, a very little vinegar and a lot of the best salad oil, some chopped herbs (especially chervil). I think they make a delicious salad. It is curious to note how many English gardens have no chervil, *Scandix cerefolium*. Early spring is the best time to sow it, and then, in light soils at any rate, it sows itself under the apple trees. It is most useful in salads and soups, and can be used as decoration in cold winters when unprotected parsley is killed.

My new cusk appeared to-day with three lovely arrow-shaped green leaves between her finger and thumb, and a rather sad appeal, "What am I to do with this?" "I never saw it before," I had told my gardener to bring in what is a most useful early spring vegetable, called "Good King Henry" (*Chenopodium*). It is a native of Europe, hardy perennial and easily grown from seed, and requires little attention. Cooked like spinach it is excellent, and the shoots in very early spring can be cut and cooked like asparagus, if blanched by earthing up. It is extensively grown in Lincolnshire; very likely introduced by the weavers from the Low Countries, or by the Huguenots from France. At any rate, it is seldom seen in gardens in the South of England. Sutton catalogues the seed under the name of *Mercury*, as astonishing a name as "Good King Henry," which is its name both in France and Germany. In Mr. Robinson's translation of Villamain's "Vegetable Garden," there is a long account of how to grow it and cook it.

In the last month I have had a great loss. My gardener, Frederick Russell, who has lived in my cottage and worked with me in this garden for twenty-nine years, often hears complaints that the old class of servant has passed away; and that education and other changes have altered the relations between employers and employed, one is glad to remember and mourn for one who has not only been always a faithful, honest, intelligent, and devoted servant, but a true and real friend; and in all the years we have worked together in this garden, never once did he show impatience or seem weary of my somewhat unusual and unprofessional methods; and he never failed to do his utmost to carry out my wishes.



IN THE GARDEN OF THE RICHEST MAN IN THE WORLD: AN ARBOUR AND ENCLOSED GARDEN IN THE GROUNDS OF MR. J. D. ROCKEFELLER.

Mr. J. D. Rockefeller, whose fortune is so great that he turned a scarcely aware of its total amount, has a magnificent estate at Fortunate Hills, Tarrytown, New York. These grounds have been laid out in the most lavish manner, but especially beautiful is the arbour which we illustrate. This is of lattice construction, and the colour-scheme is of lacquer and white—a colouring which contrasts with the verdure that trails over it.

Photograph by Knicker.

all suckers. If grown for forcing in the winter, they should be cut back hard directly after flowering and grown like standard roses and only forced in alternate years.



IN THE GARDEN OF THE RICHEST MAN IN THE WORLD: THE EXTERIOR OF MR. J. D. ROCKEFELLER'S ARBOUR.

All young gardeners should plant *Margherita imperialis*, the Yulan magnolia. I saw a beautiful specimen in a friend's garden five miles away, with a much heavier soil than this, in full bloom early in April. It was about thirty years old, planted in a moist situation in full sun with air all round it and facing south and east, and well protected by shrubs, but not too close, at the back. It is worthy every care and patience, as in fair weather it is in great beauty for some weeks. *M. St. Louis* is suitable for pot-culture, and in a favourable soil and with a little care does well out of doors; and though a small plant it is



# WOMAN'S CULT OF THE DOG: No. XIV.—THE SAMOYEDE.

PHOTOGRAPHS BY TOPICAL PHOTO-GRAPHY, HEDDERLEY, HENDERSON, STREET AND GENERAL, AND PARRIS.



## A DOG THAT TAKES TO HARNESS AS A DUCK TO WATER: CHAMPION SAMOYEDS.

One of the oldest of the canine races, the Samoyede dog has from prehistoric times till the present day acted as the invaluable friend of Arctic man. The rigours of the climate of North East Russia, combined with centuries of training for his particular work, have produced a dog of remarkable type—intelligent, obedient, speedy, alert, and as hard as nails. For sledge-work he is unequalled, as has been proved in the Arctic and Antarctic expeditions of Nansen, Johansen, Jackson, the Duke of Abruzzi, Borzhgrevink, Scott, and Shackleton; and as a watch-dog and guardian of the house his virtue is incorruptible. In England the difference in climate does not affect him, though the absence of snow gives him little chance for sledge-work; but he takes

to harness as a duck to water, and if our laws now permitted it, teams of Samoyedes in light carts would solve many problems of country traffic. And so deeply rooted is his instinct of guarding that, as herds of reindeer are not plentiful in England, he will carefully round up straying chickens instead. The first Samoyedes were brought to England nearly twenty-five years ago from Archangel by Mr. E. Kilburn Scott, from whose kennel most of the present dogs in this country are descended. Their first recognition by championship honours by the Kennel Club was in 1905; but there are now two clubs formed in the interests of the breed, the Samoyede Club and the Ladies' Samoyede Association, to bring the Samoyede before the public.



## FASHION'S VAGARIES: CURIOUS HATS, CAPES, AND DRESSES OF TO-DAY.



Figs. 1, 2, 3, 4 and 5. FANTASTIC HATS OF THE SEASON, MADE OF STRAW AND TRIMMED WITH BOUQUETS AND WREATHS OF FLOWERS, RIBBON, TULLE, FEATHERS, OR FRUIT.

Figs. 6 and 9. A RETURN TO THE VICTORIAN MODE: THE FLOUNCED SKIRT AND POLONAISE. SEEN ON A PARIS RACÉCOURSE.

Figs. 7 and 10. THE STUDENT'S CAPE THAT IS NOW THE MOST FASHIONABLE FORM OF MANTLE.

Fig. 8. AN EARLY VICTORIAN FASHION: THE RETURN OF THE PANTALET PETTICOAT.

For the moment it seems as if the leading arbiters of fashion, instead of creating further triumphs for themselves, are content to borrow modes from the past, with, it must be admitted, some fantastic additions. Thus, while the dress with the long semi-fitted waist, curving in at the waist-line, and its flounced skirt takes us back to 1880, other costumes recall to mind the short crinoline skirts of 1850, with their dainty little pantalets of organdy, batiste, or tulle with frills of lace that cling round the ankles. The illustrations on this page give some idea of the trend of modern fashion in hats and dresses. The military capes which everybody is now wearing, and of which we give two examples, are reminiscent of those of the student's cloak.

END OF LADIES' SUPPLEMENT

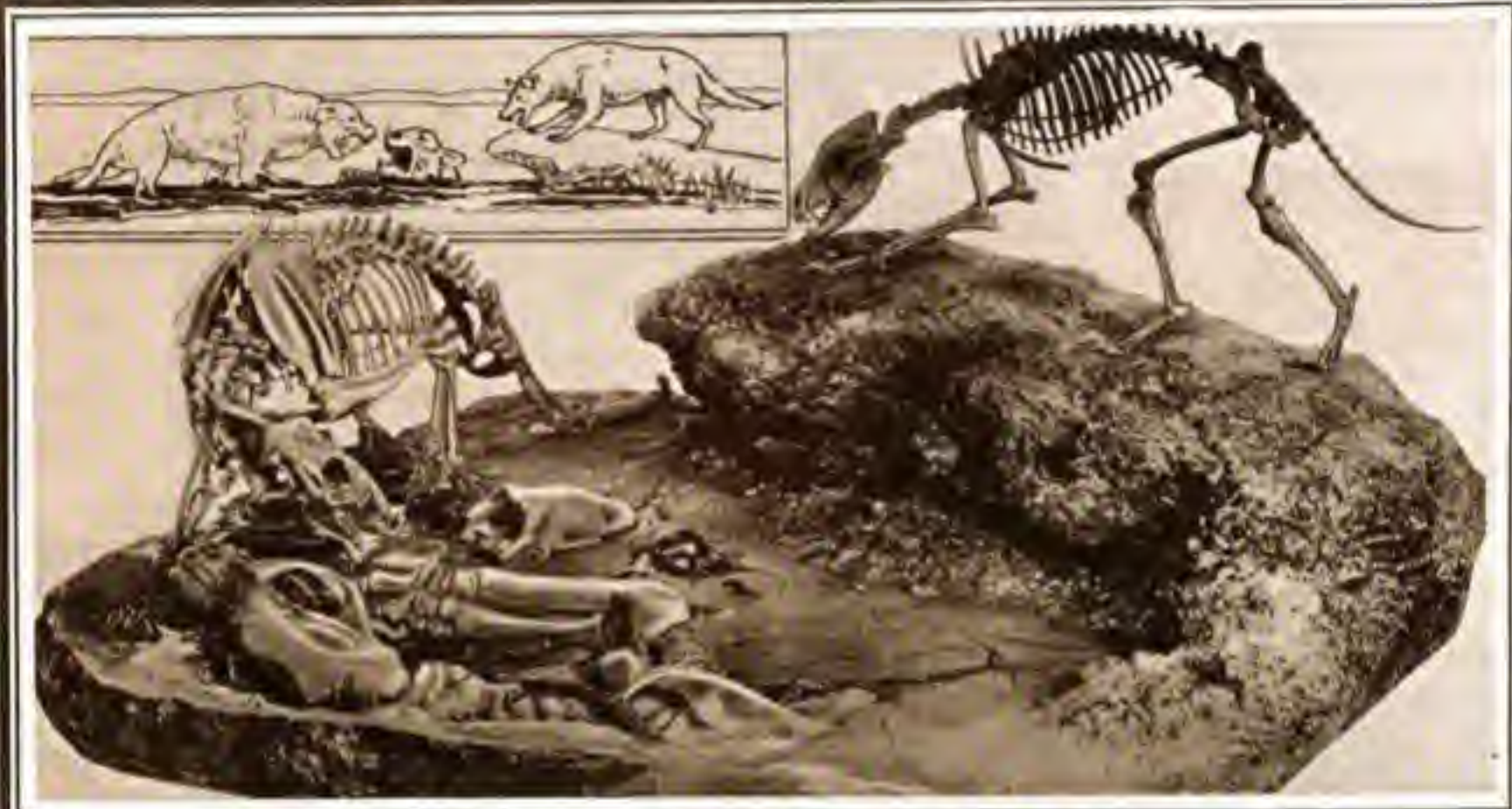


## ASPHALT AS NATURE'S TRAP FOR PREHISTORIC BEASTS AND BIRDS.

THE "TRAP" OF THE "PETROLEUM MICHIGAN"



↓ *Ammonia, by whose courtesy we make these reproductions.* "Caught by the yielding asphalt, animals now long extinct were drawn to their death as they sought water or preyed upon other unfortunate creatures at the springs now known as Rancho-la-Brea, near Los Angeles, California. The petroleum of Southern California is an asphalt base. Unlike the fields of Pennsylvania and Ohio, the heavy oil, when evaporated, do not yield paraffin, but asphalt. The oil which



1. DIGGING IN THE ASPHALT FOR REMAINS OF ANIMALS LONG EXTINCT. 2. WHERE PREHISTORIC ANIMALS WERE CAUGHT BY THE YIELDING ASPHALT: THE "TRAP" AS IT IS TO-DAY.  
3. RELICS OF ANIMALS CAUGHT BY THE ASPHALT IN PREHISTORIC DAYS AND JUST RECOVERED FROM IT: SKELETONS OF EXTINCT BEASTS, AT THE RANCHO-LA-BREA SPRINGS.  
4. WITH A BUBBLE OF GAS IN THE FOREGROUND: AN ASPHALT POOL OF CALIFORNIA: AND AN OLD RANCH-HOUSE.

*Continued.*

well up about the springs evaporates slowly, catching the dust, hardening into a film which will bear small animals, but clutching with firm grasp any foot that stands too long upon its yielding surface. Commercial exploitation of the asphalt about these springs disclosed many bones, whole skeletons of creatures pronounced by scientists as belonging to another age than ours. Excavations carried on by the University of California have brought to light many hundreds of skulls and bones impregnated with asphalt, but

otherwise little altered. Flesh and hide, horns and hoofs have been dissolved ages since, but the bones are easily cleaned. Most of the animals uncovered were carnivorous birds and beasts of prey, wolves, lions, saber-toothed tigers, eagles and vultures predominating. Then came horses, horses, ground sloths, and others. More than fifty varieties of birds have been found, and fully as many different kinds of animals. No remains of man, no tools, nor weapons, nor other indications of his presence have been discovered.





## MUSIC.

ON Wednesday next Drury Lane will open its doors for the summer season of German and Russian opera and ballet that has been organised by Sir Joseph Beecham. It is said that there will be seventy performances, and the programme includes ten operas and fourteen ballets. There are five new operas—"Prince Igor," "Nuit de Mai," "Le Rossignol," "Coq d'Or," and "Dylan." This last lies a little outside the general scope of the season; it is the work of Mr. Josef Holbrooke to a libretto by Lord Howard de Walden. Operas heard in London before are "Boris Godounov," "Ivan the Terrible," "Khovantchina," "Der Rosenkavalier," and "Die Zauberflöte." There is a very attractive list of singers, headed by Chaliapine; and when this famous basso sings the ordinary prices will suffer a slight increase in orchestra stalls and grand circle. Performances of work by the expensive

remove it from the plane of commercial ventures, but this statement will not swing the withers of the general public. Music in England is bound to benefit by

them, are among the singers engaged for Russian opera, while Charlotte Will appear as Octavian in "Des Rosenkavalier," and Miss Melita Hein as the Queen of Night in "Die Zauberflöte." No more ambitious programme has been presented outside Covent Garden in the history of the present generation, and it is worth noting that there is no direct competition with our national opera-house. There should be ample patronage in London for both ventures; and the rivalry, such as it is, may well be of the friendliest kind.

Covent Garden was given last week to the repetition of work that has already been considered, and changes of cast were not very important. One new-comer, Mme. Claudia Muzin, made an agreeable impression in "Manon Lescaut"; her voice is above the average, but what it has in strength it lacks in sweetness. How far first-night nervousness may have given a little touch of harshness it would not be easy to say; a second or third appearance will help to decide the question, but Mme. Muzin certainly made a large number of friends, and has been praised with a zeal that, perhaps, slightly out-rides discretion. This is at worst a fault on the right side, and will encourage the young singer to give us of her best. "Tosca" should have been mounted on Friday last, but Mme. Edvina was indisposed, and we had "La Bohème" instead, with Bianca Bellincioni as Mimi. It is unfortunate that her singing provokes certain obvious and damaging comparisons; she is a better actress than most, but her voice is not of the very first class, if judged by the Covent Garden standards.

The little boy conductor, Willy Ferrero, has not created sufficient excitement in musical circles to fill the Albert Hall even in the interests of charity, but he made a great impression upon his first audience. One does not attempt to explain him; the fact remains that he can direct a concert in fashion intelligent and interesting, and sometimes more than this.



A GREAT SUCCESS IN "THE PASSING SHOW," AT THE PALACE: MISS ELSIE JAMIS AS KITTY O'HARA.

Photograph by Foulsham and Benfield, Ltd.



MAKER OF A CONSIDERABLE SUCCESS AT COVENT GARDEN IN "MANON LESCAUT": THE ITALIAN SOPRANO, MME. CLAUDIA MUZIN.

Mme. Muzin may be said to have made her name in London in a night, but, as a matter of fact, she first sang in London some eighteen years ago, when, however, it must be confessed, she was only six years old and appeared at a private school at Tottenham. For some eighteen years her father has been one of the assistant stage-managers at Covent Garden. She studied in a musical college at York and made her professional debut at Aachen. Since then she has sung all over Italy. She is to sing the part of "Francine de Rimini."—(Photograph by La Cour.)

our better acquaintance with Russian composers, and the art of the ballet may yet take a new lease of life in our midst from the work of Fokine, Bakst, and the young Spaniard, Señor Seret. "Le Rossignol" is described as a "Chinese" opera; the music is by Stravinsky, of "Petrushka" and other fame, and the much-discussed Russian singer, Mme. Dolzowolska, is to sing the leading rôle. Paul Andreyev, a famous baritone, and Jean Mitchewsky, a leading Russian



THE GEM OF "THE PASSING SHOW," AT THE PALACE: MR. ARTHUR PLAYFAIR AS THE SHOWMAN.

Photograph by Foulsham and Benfield, Ltd.

"Papillons." In addition to this, it may be mentioned that "Le Coq d'Or," of Rimsky-Korsakoff, is an opera in which the element of ballet enters very largely, or is a ballet with the addition of opera. The patron of Drury Lane will pay his money and make his choice of description. Familiar ballets are "Petrushka," "Thamar," "Scheherazade," "L'Oiseau de Feu," "Carnaval," "Cléopâtre," "Spectre de la Rose," "Lac des Cygnes," "Les Sylphides," and "Narcisse."

Sir Joseph Beecham's venture is of a daring and ambitious order, but the success of last year's shorter season at Drury Lane goes far to justify it. The demand for Russian opera and Russian ballet is unmistakably genuine, and the response to the invitation of Drury Lane box-office has been immediate. It is said that the enormous expenses of the undertaking



WITH A PIECE OF "TAPESTRY" IN WHICH THERE ARE FIVE LIVING FIGURES: THE SCENE CALLED "THE SALLE DES TAPISSERIES ANCIENNES" IN "THE PASSING SHOW" AT THE PALACE THEATRE.

Photograph by Foulsham and Benfield, Ltd.



*"Teach without noise of words—without confusion of opinions—without the arrogance of honour—without the assault of argument."*

# MEDICAL PHILOSOPHY—WISDOM FOR THE SPRING

The following, compiled from a Work of an eminent Pathologist—Now, our bodies are like houses in more than one respect, and it is usually found that although each house may be dusted out once a day, there is a regular cleaning up with extra sweeping once a week; and in addition to this there is a **SPRING CLEANING** of the whole house. Dinner Pills and stimulating diet are like the daily dusting, and while they may answer for some persons, others find that they require additional assistance, and if this be not given to them by means of a cholagogue purgative, they have unpleasant reminders by getting violent migraine with bilious vomiting, and generally they are obliged to fast for at least one day during the continuance of the headache.



*G. H. Oppen, Scot.*

*Engd. by F. Bielefeldt.*

## SPRING.

**"The sweet-scented buds all around us are swelling. There are songs in the streams, there is Health in the gale."**  
All the functions of the nervous system at this **VERNAL SEASON** of the year have a period of maximum activity.

"A thorough house cleaning of the alimentary canal, together with proper stimulation of the skin and kidneys, and an intelligent regulation in diet, are our most important measure in the treatment of the nervous system."—HUTCHINSON.

"All disease is the same in all parts of the body. Its cause, morbid humour, which obstructs the circulation of the blood and the electricity or motive power of the brain. Its source, Indigestion and Constipation, or the Putrefaction arising therefrom."—W. RUSSELL.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age as well as of a large proportion of the diseases of adult life, is the process known as 'Auto-Intoxication,' or self-poisoning."

"This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs or microbes, which infest the bowel, and which flourish most where bowel cleanliness least obtains."

"The dual problem therefore of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted, or prevented, or in other words how the bowel may be kept clean."—CHARLES REINHARDT, M.D.

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## ART NOTES.

THE new British Museum gallery of prints and drawings is handsome, very long, and a little confusing. The buying of four guide-books at the door—it is impossible to judge on the spur of the moment how not to be a spend-thrift—proves to be insufficient for one's guidance. "Shape 1" refuses to be found on the printed page, and Roosevelt's river is not more difficult to trace upon the map than "Shape A" in the official hand-book. The explanation is simple enough: neither the lithographs of modern artists nor the engravings by Old Masters after the fifteenth century are yet catalogued. It is just as well that we are not committed to a long term of all the exhibited examples of modern lithography. The Londoners, for instance, need a little prying; several of the "Palace set" require that one should be accustomed to the luxuriant atmosphere of French romance. They do not explain themselves to the casual visitor. Or is the Entrance to let into our public places, not fresh air and freedom, but the heavy and heady miasma of imported decadence?

The fashion for doing justice to the moderns is carried to an extreme in the new Print Room. Mr. Brangwyn, of course, needs space, but the large screen devoted to his work makes too liberal an allowance. One well-chosen example would be sufficient; and certainly, in the case of Stedman, the long "Shape" given over to his book-plates is out of all proportion to their interest. Five designs could have served instead of twenty; but variety was not one of his gifts. Among the modern drawings are several unworthy of the honour done them. Mr. Walter Sickert's "Study of a Reclining Model," presented by Miss Sylvia Grosse, is, at its best, good enough for keeping in a portfolio—a portfolio with two. Personal considerations have

doubtless led to the exhibiting of the water-colour landscape by the late Lord Carlisle. But it is difficult to discover why so dull a selection of drawings by Dutchmen and Frenchmen should have been promoted to the glass cases.

Preferential treatment might, however, have been accorded with advantage to some of the collection's greater

treasures. It is the only English wood-cut of the sixteenth century in the Department, and should not be placed, without a word or a star to single it out, among the German and Flemish wood-cuts.

Two years ago somebody took the trouble to collect the opinions of the Press on the Chantry Purchases. The result was unanimous disapproval. An even stronger budget of condemnation might be collected this year, but such industry is little. The Academy buys for the lower and dumb orders of opinion, not, certainly, for any section of the community that finds expression for its opinions. The *Tablet*, as one might have expected, has much to say on Mr. Cadogan Cowper's canvas and the permanent importance accorded it. "Importance of sorts the 'Lucretia Borgia' must needs have in the Academy. It is a picture of the year (of a year); a picture of glaring robes, many figures, and a story. It is necessary to look twice at it to discover that its drama is bogus, that the enthroned Lucretia could never have risen to fame since in an age of musical comedy, and that all the Cardinals have turned to potmen in the painter's hands, even as the ladies of Stevenson's novels (according to H. L. S. himself) turned to barnards before the last chapter. It would be interesting to know what a modern Cardinal, who is also an historian, would have to say of Mr. Cadogan Cowper's reading of Vatican history." It is not, however, on the vexed question of sixteenth-century propriety that the painting, as a painting, stands or falls. The more obvious supposition that Mr. Cadogan Cowper does to Rome lies in his harsh and starchy rendering of the Pontifical decorations on the apartment he has chosen for his scene, and in the spilling of much good red. He might, at any rate, have taken Pontifical robes on their face value.



WHEN DENMARK WAS HOST AND ENGLAND GUEST: A ROOM IN AMALIENBORG CASTLE USED BY KING EDWARD ON HIS VISIT TO COPENHAGEN.

The visit of the Danish King and Queen to London has left a permanent record in the photograph of a room in the castle of Amalienborg, with its chair and table used by King Edward during several years in Copenhagen. The room has also been occupied by the Tsar, the Kaiser, the French President Loubet and Fallieres, the President Rouvier, King George of Sweden and King Haakon of Norway. Technically the photograph is interesting as an example of a new Danish process for taking an interior and exterior view of such

Photograph by Herman Blicher.

treasures. Instead of giving a whole "Shape" to Stedman, the overelaborate "Image of Pity" might well have been removed from its crowded wall and put where it could

be seen by his scene, and in the spilling of much good red. He might, at any rate, have taken Pontifical robes on their face value.

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All who can read are familiar with the gifts made from time to time to popularise the "Harlene Hair-Drill" method of growing hair; but, extraordinary as these have been, they are totally eclipsed by the astounding offer announced to-day.

The enormous success of the "Hair-Drill" Campaign having necessitated a great new building, the proprietors propose to celebrate this by distributing no less than £10,000 worth of Profit-Sharing Beauty Gifts.

From to-day onwards everyone suffering hair-poverty will be able to secure the fullest benefit from the close, scientific study of hair conditions to be carried on at the great new centre, and, moreover, the discoverer of "Harlene" is determined to get in touch with every one of the millions who have aged in looks and grown slovenly in appearance through neglecting their hair.

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of "Hair-Drill." "Uram" Brilliantine will give the hair a lasting touch of elegant dressiness. "Astine," if you are grey or white, or turning grey, will bring back your hair's original natural colour completely and permanently.

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- (1) A trial bottle of "Harlene," for growing beautiful hair.
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- (3) The "Hair-Drill" Manual of directions, showing how two minutes' exercise daily will grow hair in abundance and keep it permanently free from baldness.
- (4) A supply of "Astine" Vanishing Cream, the use of which frees the skin from blemishes and gives it the bloom of health; and
- (5) Full particulars of the great £10,000 Profit-Sharing Celebration Scheme.

"Harlene" is sold in 1s., 2s. 6d., and 4s. 6d. bottles, "Cremex" in 1s. boxes of 7 powders (single 2d. each), and "Astine" Cream in 1s. and 2s. 6d. pots, by all Chemists, or direct post free on remittance. Foreign postage extra. Cheques and P.O.'s should be crossed. Accept no substitutes.

## GREAT PREMIUM GIFT COUPON.

Fill in and post to EDWARDS' "HARLENE" CO., 20-26, Lamb's Conduit Street, London, W.C. It will bring you a five-fold Beauty Gift, including a Complete "Hair-Drill" Outfit, a supply of the NEW "ASTINE" VANISHING CREAM, and full particulars of the great £10,000 Beauty Gift Distribution. Enclose 3d. stamps for postage to any address in the world. (Stamps stamps required.)

NAME: .....

ADDRESS: .....

(Illustrated London News, May 16, 1914.)

## TRAVELLING COMFORT

### FOOT'S PATENT "EUREKA" TRUNK.

The bottom is as accessible as the top. Any article can be instantly removed without disturbing the remainder of contents. Ensures perfect order and economises space. No heavy trays to lift. No Crushing. No Confusion. Made in six sizes, with 2, 3, or 4 drawers, which can be divided to suit customers' requirements.

Write for Booklet, "THANKS FOR TRAVELLERS," No. 1.

Sole Makers—

J. FOOT & SON, Ltd. (Dept. T7)  
171, New Bond Street, London, W.



## A NEST FOR REST

This luxurious Easy Chair can be instantly changed into a semi or full length Lounge or Couch. Simply press the button and the back will decline, or automatically rise to any position desired by the occupant. Release the button and the back is instantly locked.

The Leg Rest is adjustable in various positions. When put in use it slides under the seat. The upholstery is exceptionally soft and deep, with spring elastic edges, affording supreme comfort and rest.

The only Chair that combines these conveniences, or that is so easily adjusted.

Catalogue "C7" of Adjustable Chairs Free.

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171, NEW BOND ST., LONDON, W.



Automatic Adjustable Back.

The "BURLINGTON."

(Patented)

Waiter:  
What will you drink, Sir?  
Guest at breakfast:  
Cocoa please, and be sure it's  
**FRY'S.**



## A GOOD START

comes much always. Let one's breakfast fail to set one going in "good time" and more than likely everything will seem to go wrong. On the other hand, breakfast wisely, leave the house full of zest and buoyancy, and work will be attacked cheerily and well. It's here that the Cocoa man and woman agree; they get the good start. Something immediately, as well as feeding every vital part, so other beverages compares with a pure Cocoa. —"The Food of the Gods"—a fine example of which is

**Fry's** PURE BREAKFAST COCOA

The Ideal Beverage for  
BREAKFAST, LUNCHEON, SUPPER



## NEW NOVELS.

"The Playground." Messrs. Mills and Boon have a happy knack of discovering the popular author, and it is immaterial to them whether he writes on this side of the Atlantic or on the other. "The Playground," by the author of "Mastering Flame," is sure to be a success. The great actress who marries for love and finds herself torn between the claims of her home and her art is not, to be sure, exactly a new subject, but the anonymous author of "The Playground" invests her position with all the obvious agonies beloved by an emotional public. It is interesting to see the part played by the New York Press, whose inquisitorial methods are so meekly suffered by the citizens of the great democracy. The tyranny of the House of Lords, as painted by Radical orators, fades beside the tyranny of the American newspaper-man in this bright and instructive novel. We have enjoyed "The Playground," although its psychology is thin, and its characters lack the subtlety with which nature, as a rule, endows the meanest human beings when their love or their self-interest is at stake.

"Waiting." Mr. Gerald O'Donovan, the author of "Father Ralph," has written another well-balanced, thoughtful book. "Waiting" (Macmillan) is a careful study of the microcosm of an Irish parish where the priest happens to be a tyrant and a bully. In the ideal state, the priest might well be all-powerful—the father of his flock, the guardian, counsellor, friend of a simple and religious people. Human nature, however, is apt to suffer from swelled head, and Father Mahon is a particularly bad example. The main interest of the story is focused on Maurice Blake, a clever young schoolmaster who, to his own undoing, runs counter to the parish priest. Father Mahon teases him, so far as his career as a teacher is concerned; but Maurice is left waiting for the dawn of a free Ireland while he supports himself and his Protestant wife by his pen. Mr. Gerald O'Donovan leaves us to conjecture what might have happened to Blake if he had not had a journalistic string to his bow. The whole book is a sidelight upon the present Irish question, and we cordially commend it to the students of contemporary politics.

attractive to be a rattle at forty-five? Mr. E. F. Benson has no doubts on the subject, it is plain to him, the faithful creator, Dodo remains charming. He describes, in his characteristic way, how her daughter married; and how Dodo herself married too, for the third time; and how love worked its will upon both daughter and mother. Mr. Benson is never



RECALLING THE SCENE AFTER THE DEATH OF QUEEN VICTORIA: BLUE-JACKETS DRAWING THE COFFIN OF THE LATE DUKE OF ARGYLL ON A GUN-CARRIAGE THROUGH EAST COWES.

The Duke of Argyll, like his mother-in-law, Queen Victoria, died in the Isle of Wight, and the scenes when his body was conveyed to Portsmouth recalled, in a lower scale, those which took place on her death. The coffin was taken from Kent House to the harbour at Cowes on a gun-carriage drawn by a heavier party of forty blue-jackets. After the gun-carriage walked the new Duke, Mr. Haig Campbell, and in a closed carriage were Princess Louise, Princess Louis of Battenberg, and Lady Thompson.

Photograph by Newspaper Illustrations.

"Dodo the Second." The woman who wears well has

achieved one of the greatest of earthly conquests, and we are delighted to find that Dodo is numbered with the victorious minority. "Dodo the Second" (Hodder and Stoughton) picks up the lively lady in her forty-fifth year, and finds her as full of vitality as ever. She expresses it by perpetual motion—of action, and sentiment, and conversation. If she strikes us as less fascinating than she appears to be to her friends in the book, it is only, perhaps, because we have all been a little overdone with epigram in the twenty years since we saw her last. We feel sure we should be weary after a day at her Welsh cottage, where the young people emitted shouts of laughter when they were amused, and there was no privacy anywhere, but endless chatter and occasional screaming. These people are smart, we understand, and to be smart it seems necessary to be noisy. There is an eighteenth-century expression that lets Dodo nicely. She is an agreeable rattle. Is it



CONVEYING THE BODY OF THE LATE DUKE OF ARGYLL: THE "ANT" LEAVING COWES FOR PORTSMOUTH WITH THE DUKE'S STANDARD AND OTHER FLAGS AT HALFPAST.

The special service steamer "Ant" brought the body of the late Duke from Cowes to Portsmouth on May 5. The coffin, draped in purple, was placed under an awning on the port side of the main deck. The salute over the bridge deck was reserved for Princess Louise. Banners read "The Last Post" as the "Ant" steamed out from Cowes. On reaching Portsmouth she received a salute of nineteen guns from the "Victory." Photograph by I.N.

flippant about the course of true love. If anything, he is a little too intense.

From Southampton recently the R.M.S.P. *Barima*, a new twin-screw vessel which the Calson Shipbuilding and Engineering Company, Ltd., have constructed for the Royal Mail Steam Packet Company, started on her voyage to Trinidad. She is of 1500 tons gross register, and is destined for the Trinidad and Tobago coastal service. She has accommodation for about 30 first-class and 30 second-class passengers, and, although on a much smaller scale of course, her internal arrangements are similar to those of the Company's palatial South American liners. The *Belize*, a sister ship to the *Barima*, will probably leave this country to take up her position in the service about the end of this month.



TRY IT IN YOUR BATH!

**SCRUBB'S  
AMMONIA,**

THE KEY TO CLEANLINESS!

FOR ALL HOUSEHOLD  
USES, BRIGHTENS EVERYTHING  
IT TOUCHES!

INVALUABLE FOR TOILET PURPOSES. SPLENDID CLEANSER FOR THE HAIR.

REMOVES STAINS AND GREASE SPOTS FROM CLOTHING.

REFRESHING AS A TURKISH BATH. RESTORES THE COLOUR TO CARPETS.

CLEANS PLATE, JEWELLERY, SPONGES, ETC. ETC.

ALLAYS THE IRRITATION CAUSED BY MOSQUITO BITES.



AVOID INJURIOUS SUBSTITUTES.



# COMMUNITY PLATE



SHE: "Jack! When I opened the lid of that canteen my heart nearly stopped beating for fear the price was too much. Such rapturously beautiful silver, each handle exquisitely designed in my favourite Hepplewhite!"

HE: "Ah, I suspect —"

SHE (*temporarily*): "Well — when I imagined them all softly shining on our snowy-white table I simply *had* to buy them. They're Community Plate!"

HE: "But Helen, how much?"

SHE (*whispering*): " — — — —"

HE (*with relief*): "Oh, *that's* all right."

**COMMUNITY PLATE** is a superior electro-plate. Pure silver, four times as thick as ordinary electro-plate, is deposited upon a "backbone" of nickel silver. This again is overlaid with pure silver of equal thickness, making those parts most subject to wear octuple plate (eight times ordinary plate)—Practically wear-proof—Guaranteed for fifty years.

To be had in canteens containing everything for six people or twelve people. Or separate tablespoons and dinner forks 33/6 per doz. Other items accordingly.

## On Exhibition at the following High-class Silversmiths:—

BIRMINGHAM W. A. Perry & Co.  
BOLTON Prestons, Ltd.  
BARNSTAPLE Chapman & Son.  
BATH W. G. Dickinson.  
BEDFORD John Hall.  
BLACKBURN Ainsworth & Sons.  
BOURNEMOUTH John Chantler.  
BRADFORD Fattori & Sons, Ltd.  
BRISTOL J. B. Woakes.  
CARDIFF Charles Despres.  
CHIPPENHAM J. W. Long & Co.  
CHELTENHAM H. S. Dickinson.  
R. V. Board.

COVENTRY A. Gilbert & Sons, Ltd.  
DERBY James Moore.  
FOLKESTONE Oliver & Sons.  
GUILDFORD R. Salisbury & Sons.  
HARFAX Lewis Hindle.  
LEWIS Arthur Conway.  
KETERING Chas. G. Symonds.  
LONDON T. & J. Price.  
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LOWESTOFT Chas. A. Pike.  
MANCHESTER Fremont & Co., Ltd.  
MILTON Norman Carter.  
NEWCASTLE-ON-TYNE Reid & Sons.

NEWPORT, MON. A. Wernat.  
NORHAMPTON William G. Acordy.  
NORWICH Tipton & Sons.  
OLYMPIA Law Swallow.  
OXFORD R. S. Rowell.  
PRESTON Bramwell & Sons.  
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ROCHESTER Thos. Lancaster Whips.  
ROCHESTER E. Russell Willis.  
SOUTHAMPTON W. Cradock.  
SOUTHSEA John Pratt.  
STOCKPORT Arthur Weeks.  
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SWINSON Cottrell Bros.  
WARRINGTON F. Haller.  
WIMBORNE A. E. Bullock & Co.  
WELFAST Weiss & Sons.  
WOLFE James Morgan, Ltd.  
WYNDHAM Webb & Sons.  
YORK Guss. Jamison & Son.  
EDINBURGH Richardson, Adie & Co.  
GLASGOW James Ritchie & Son.  
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PERTH J. Gray & Son.  
P. Laidlaw.  
And at all Leading Dealers.

**Oneida Community Ltd.** (Established 1845) **Diamond House, Hatton Garden, London, E.C.**



## THE PLAYHOUSES.

## "THE WYNMARTENS" AT THE PLAYHOUSE.

THE newest playwright to whom Miss Marie Tempest has given his chance has still to learn some of the chief secrets of his craft. Among them is the lesson that for a full-length piece is needed something more than an idea which is only good enough for an episode—something more than a display of temper on the part of youth to age. There is no necessity for bearing hardly on either Mr. Richard Henry Powell or his story of "The Wynmartens."

drag into a scandal an innocent man sincerely attached to her, and so brings about his dismissal from a post which is rich in possibilities of good fortune. As for the scene between the two women, why, it is a case of the Dowager having the easiest of triumphs over her abject cry-baby daughter-in-law; and this, if you please, with Marie Tempest as the vanquished one. There is no reason given for the terrorism the Dowager inspires; there is no explanation of her victim's lack of spirit. Miss Tempest deserves better treatment than to be required to give life and consistency to such a bundle of nerves and mannerlessness as Lady Wynmartens; Miss Agnes Thomas makes an effective enough stage-figure of the Dowager; the rest of the cast have to deal with surreal figures. No doubt we shall hear of Mr. Powell again when he has discovered that something more than ingenuity must be shown by a dramatist.

(From "The Wynmartens" at the Playhouse.)

One of the cheapest and most interesting holiday trips of the year will be the Canadian tour arranged by the National Brotherhood Council. The total cost, from London and return to Bristol, including ocean and rail fares, accommodation, entertainment, sight-seeing, etc., is under £30. The party, which will consist of members of Brotherhoods and may be joined by friends of the movement, will leave Bristol on Wednesday May 20, by the Canadian Northern R.M.S. *Royal George*, the itinerary embracing visits to Quebec, Montreal, Ottawa, Toronto, Niagara, Hamilton, and other places in Canada, as well as a journey to the city of

Buffalo. Civic receptions and banquets will be held, and at Ottawa the party will meet Mr. Borden, the Prime Minister. The entire tour covers a distance of about 7000 miles, the cost being approximately one penny per mile. The homeward trip will commence on June 2 by the R.M.S. *Royal George*. This tour offers an exceptional chance of seeing Canada.



(From "The Kaiser" at the Playhouse.)

THE KAISER AS EXCAVATOR: HIS MAJESTY (ON THE LEFT) SUPERVISING SOME GREEK WORKMEN REMOVING "FINDS" IN CORFU.

The Kaiser, who spends a good deal of time on his estate in Corfu, is much interested in archaeological excavations on the island.



(From "The Kaiser" at the Playhouse.)

WORKING-CLASS PARIS EN FÊTE: GIVING AWAY FLOWERS AT THE ANNUAL "FÊTE DE JENNY L'OUVRIÈRE."

As usual, the "mâtinées" of Paris come in large numbers to attend the annual Fête de Jenny l'Ouvrière. They received the customary gifts of flowers and berries to deck their homes. Thousands of hands were stretched out for these floral gifts.

He is a novice, and therefore, a certain skill he shows in building up his plot—but of very loosely connected material—should perhaps be dwelt upon rather than his inability as yet to create character. His play is intended, no doubt, to represent a clash of temperament. But in point of fact, young women in Lady Wynmartens's position do not do the sort of things she is credited with doing; and old ladies such as the Dowager whom she shocks may be labelled Early Victorian, but have never existed outside the world of caricature. Just think of the fully the little "cat" of a heroine permits herself in order to pay off old scores on the grey-haired tyrant! Not only does she compromise herself in a particularly childish way, but she



(From "The Kaiser" at the Playhouse.)

BEHEIVED TO HAVE BEEN ATTACHED TO THE BEDROOM DOOR OF HENRY VIII. A HISTORIC LOCK RECENTLY PLACED IN THE VICTORIA AND ALBERT MUSEUM.

The lock, which is of wrought-iron, has been lent to the Museum by the Committee of the Royal Palace, which is at present being restored. It bears the royal arms of the Tudors, with the motto of England and the Lion of France. The manner of opening the lock was of a secret character. Out of the key-hole protruded a head, which had to be twisted round to release an escapement before the key could be inserted. The key has been lost.

For every kind  
of leather  
And for any kind  
of weather  
use  
**Cherry Blossom  
Boot Polish.**



An easy way  
to get a few days'  
complete change  
in SCOTLAND.

By leaving St. Pancras at 10.0 p.m. (Scotch Express) on Friday, May 29th, and on Fridays during June, you can be in Glasgow at eight o'clock, or in Edinburgh shortly after eight, the following morning. A corresponding service is given from other Midland Stations.

The train arrives in nice time for the Steamers to the Clyde watering-places, Kyles of Bute, and the Western Islands and Highlands, and by presenting your Midland ticket you can get a reduced fare Steamer ticket.

Many of these Steamers are models of comfort, on which you can spend happy hours in good company, and enjoy a perfect rest whilst watching the varied panorama of mountain, sky, and picturesque coast. If you are a golfer it will be worth while taking your clubs with you.

Ask for a Whitsuntide Programme, containing information about Scotland, Ireland, and numerous places in England, to be had at the Offices of Thos. Cook & Son, any Midland Station or Office, or from the Midland Railway, St. Pancras or Derby.

TRAVEL BY MIDLAND FOR CHOICE.





## The highest development of the Piano and the 'Pianola'

in one instrument.

The grand piano is the piano in the highest stage of its development. It is the invariable choice of concert pianists, and every person of deep musical feeling aspires to have one.

## The Grand 'Pianola' Piano

(Steinway, Weber, or Steck)

represents the successful union, in one complete instrument, of the grand piano and the genuine "Pianola." By its means those who have no technical knowledge of music can play every musical work of importance ever composed, and command in its performance the beautiful quality and rich volume of tone which only a grand piano can give.

In appearance this instrument retains all the artistic lines of the ordinary grand piano, and offers the musician exactly the usual facilities for hand playing.

The grand pianos in which the genuine "Pianola" is incorporated are the famous **Steinway, Weber, and Steck**, all of which stand in the front rank of modern pianos.

*Call and play the Grand "Pianola" Piano  
at Aeolian Hall, or write for Catalogue "H."*

## The Orchestrelle Company,



**ÆOLIAN HALL,**  
135-6-7, New Bond Street,  
London, W.





## LITERATURE.

**A Famous Trial.** To their interesting series of Notable English Trials, Messrs. Hodge and Co. have added "The Trial of John Alexander Dickman," edited by Mr. S. O. Rowan-Hamilton. The case was one of the most puzzling and sensational in recent criminal annals, and the trial before Mr. Justice Coleridge at Newcastle afforded an excellent example of the fair and minutely careful judicial method. Dickman, it will be remembered, was charged with the murder of John Innes Nisbet, a colliery clerk, who was conveying a large sum of money from Newcastle to pay wages at a colliery half a mile distant from Widdrington Station. At Alnmouth Station Nisbet was found dead pierced with many bullet-wounds. His money was missing. Suspicion fell on Dickman, a betting agent of dubious antecedents, who had been seen in company with Nisbet at Newcastle Station, and who admitted having travelled by the train. The suspect was in straits, and might thus be tempted to robbery; but, as the learned Judge pointed out, motive, where the facts are clear, is irrelevant. If the facts are not clear, motive may explain what otherwise would be difficult of explanation. Here the facts were obscure. Dickman said that he travelled in the rear of the train; Nisbet was murdered in a forward compartment. Evidence was given to show that the victim did not travel alone; but the testimony was not such as to establish identification absolutely. An extraordinary experiment, however, which left a profound impression on the court (as the present reviewer has been told by one who sat through the trial) was made at Newcastle Station, where an incident of the case was "reconstructed" in the French manner. The actual train was drawn up at the departure platform, and a witness, who had seen Dickman and Nisbet together at the door of a compartment, stood at the door of the carriage he himself had occupied. He remembered his own compartment by a photograph of Brancepeth Castle on the wall, but could not, of course, point out the carriage nearest to Dickman. Now, certain appointed persons walked from this witness's side up the train, turned and



SUGGESTING A COMBINATION OF MOORISH ARCHITECTURE AND JAPANESE GARDENING: THE SCENIC RAILWAY AT THE ANGLO-AMERICAN EXHIBITION, IN PREPARATION.

came slowly back. Thereupon, the witness made a sign to them to stop, when he thought they were as far from him as he believed Dickman to have been when he saw

him with his hand on the door of the compartment Nisbet entered. Strangely enough, the witness stopped them when they were just opposite the very compartment where the murder was committed. Regarding this incident, there is a slight discrepancy between the reported evidence and the Judge's summing-up. This has escaped the editor's eye, but possibly a superfluous "and" is the explanation. The editor comments justly on the flaws of the police identification. They were serious; and the prisoner might have been acquitted, had he not elected to give evidence. There is little doubt that he put the rope round his own neck. This careful edition illuminates every vital point. The editor's notes on "trial by newspaper" are timely strictures on a growing scandal, that must, sooner or later, be ended by legislation.

### "Advertising and Progress."

Hard upon the heels of Father Bernard Vaughan's emphatic assertion that advertising is both a science and an art, and that religion has been advertising itself for two thousand years, comes a thoughtful and well-informed volume, "Advertising and Progress," by Mr. F. S. Holt and Mr. John Hart (*Review of Reviews*). Mr. Holt's long association with the late W. T. Stead, and Mr. Hart's wide familiarity with every detail of the art of publicity, ensure that their important subject is treated with ability and knowledge; and the theories, axioms, and instances concerning successful—or, incidentally, unsuccessful—advertising which are advanced by these experts are as interesting, and even fascinating, as the fluctuations of fortune in real life or the ruses or vagaries of Bridge. The authors treat their subject with the seriousness which is due to the science of economics and a feature of commercial, industrial, and social life of so much importance, involving the turn-over of millions of money every year. At the same time, they never permit the gravity of the economic factors of the advertising problem to overweight their pages at the cost of their readability. A crucial point in the art of advertising which they press home is that advertisements, to be



A GREATER WONDER THAN BRINGING BURNHAM WOOD TO DUKINHAM: NEW YORK BROUGHT TO LONDON.

A MODEL FOR THE ANGLO-AMERICAN EXHIBITION.

A model reproduction of New York Harbor and the large buildings that flank it is one of the features of the Anglo-American Exhibition at Shepherd's Bush, which is now arranged to open on the 16th.

## Travelling Cases.

A CHOICE selection of Dressing Cases, Travelling Cases, Suit Cases, &c., is always available at the Company's Showrooms. Made in the finest of leathers and containing Toilet Fittings of Gold, Silver, Tortoiseshell, or Ivory, they are examples of the exceptional value always associated with Mappin & Webb productions.

An invitation to inspect the Company's stocks is cordially extended, failing this a fully illustrated Catalogue will be sent post free.

# MAPPIN & WEBB LTD.

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220, REGENT STREET, W.

Paris. Rome. Nice. Johannesburg.  
Buenos Aires. Rio de Janeiro. Biarritz.  
Sao Paulo. Lausanne. Montreal.



### LADY'S TRAVELLING CASE WITH STERLING SILVER WATER-GILT FITTINGS.

Lady's 20-inch Finest Selected Crocodile Skin Fitted Travelling Case, containing a Complete Set of Very Choice Engine-Turned and Engraved Sterling Silver Water-Gilt Toilet Requisites.

Price £75 : 0 : 0 Complete.



# BUCHANAN'S

## SCOTCH WHISKIES



*Dickens Series*

*—(After "Paul")*

THE ARTFUL DODGER.

James Buchanan & Co., Ltd., with their subsidiary companies, hold the largest Stocks of Whisky maturing in Bond in Scotland, and are thus able to guarantee the continued excellence of their brands.

**"RED SEAL"**

48/- per doz.

**"BLACK & WHITE"**

54/- per doz.

**"ROYAL HOUSEHOLD"**

(An Extra Special Blend of Choice Old Whiskies.)

60/- per doz.

JAMES BUCHANAN & CO., LTD., Scotch Whisky Distillers, 25, HOLBORN, LONDON.



successful, must be veracious, the goods what they profess to be, the quality unimpeachable. This cardinal principle inspires their whole theory of the art of advertising; and the tendency of the work is to prove not only the indispensability of advertising to all who appeal to the public, but also to the public themselves—in a word, that advertising has become an integral part of the national life, and, for that reason, must be treated as a science and an art if it is to attain its full potentialities and value. A preface to the volume is contributed by Mr. E. Osborne.

**"On the Track of the Great."**

Mr. Aubrey Stanhope—an Irishman, we gather, since he claims Mr. T. P. O'Connor as a compatriot—began life as a clerk in the Bank of England, Western Branch. Tiring of the duties, he sought livelier fortunes in New York, and in due time found them. Luck threw him in the way of Mr. James Gordon Bennett, who sent him back to Fleet Street as a special correspondent attached to the London office of the *New York Herald*. Thus were his footsteps set "On the Track of the Great," to borrow the appropriate title of his lively volume of recollections (*Nash*). Our special correspondent cites one Emperor, two Emperesses, seven Kings, and Princess, Grand Dukes, Premiers, Ambassadors, and Ministers. Innumerable as among those about whom he has had to write "a story." Others, not less interesting, were Count Ferdinand de Lesseps and Dr. Pasteur; and he specially mentions among the friendships which journalism has won for him that of Miss Marie Corelli, of whom he says that "she has a more profound knowledge of Shakespeare in the tip of her little finger than all the Shakespeareans rolled into one."

The visit to Panama, when de Lesseps made his last great effort for his scheme, takes us back to the mid-nineteenth century. The closing pages of the book describe the

horrible conditions, in the recent Balkan War, of Mustapha Pasha, which Mr. Stanhope was the last of the correspondents to leave. Thus for thirty years our author has been on the track of men and events, and as he is a man of excellent resource, and a writer with a graphic, if not very elegant, pen, his reminiscences are entertaining reading. They are also at times very frank, as may be seen in the

of the Coronation of the Tsar at Moscow, and the subsequent scenes in the Vaganovsky Cemetery, that Mr. Stanhope best shows his descriptive talent. His fact is illustrated in his encounters, in search of news in similar delicate circumstances, with Mr. H. M. Stanley and King Alexander of Serbia; and his iron constitution was especially proved when he was inoculated by Dr. Haffkine, and tested the prophylactic in cholera-stricken Hamburg. The chapter on that experience is a stirring narrative.

Messrs. Aspinall's Enamel, Ltd., the pioneers of enamel paint making, have found it necessary to increase their productive capacity, and with that view have purchased an old-established varnish-works in the Bath Road, Mitcham, where they hope to be able to deal more effectively with the increasing demand for their well-known enamel, varnishes, and other specialities. They are retaining their works and offices at New Cross, as their headquarters for business communications.

For the Whitsuntide Holidays the Brighton Railway Company will issue fifteen-day excursion tickets from London and principal stations on their system to Dieppe, Rouen, and Paris by day (first and second class), and night (first, second, and third class) services from May 18 to June 1 inclusive, also by a special afternoon service (all three classes) on Saturday, May 30, leaving Victoria at 2.20 p.m., Newhaven 3.55 p.m., and due to arrive at Dieppe at 8.15 p.m., Rouen 9.25 p.m., and Paris (St. Lazare) 11.20 p.m. This train will not call at either Croydon or Lewes. Dieppe Friday to Tuesday tickets will be specially available for return up to Wednesday, June 3, and the Dieppe Casino will be open for the

Whitsuntide Holidays from May 30 to June 2. Full particulars can be obtained from the Continental Traffic Manager, Brighton Railway, Victoria Station, London, S.W.



**AFTER OPENING THE NEW GALLERIES OF WHICH HIS FATHER LAID THE FOUNDATION-STONE SEVEN YEARS AGO, THE KING, WITH THE QUEEN, IN THE NEW PRINT ROOM AT THE BRITISH MUSEUM.**

The King, accompanied by the Queen and Princess Mary, opened on May 7 the new wing of the British Museum to be known as King Edward the Seventh's Galleries. He was present when King Edward laid the foundation-stone seven years ago. The Department of Prints and Drawings is housed in the Upper Gallery. The Queen is seen on the extreme left in the foreground of the photograph. The King will be recognized further to the right.

pages on Homburg when King Edward (then Prince of Wales) was there. It is in his account of the catastrophe on the Rhodenische Bahn, during the anniversary

# Bell's THREE NUNS Tobacco

There is unalloyed delight for the connoisseur in the recognition and enjoyment of high artistic merit.

"Three Nuns" is the finest example of the art that, by skillful selection and blending of choice tobaccos, has produced smoking mixtures of unequalled purity, fragrance and richness.

A Tasting Sample will be forwarded on application to Stephen Mitchell & Son, General of the Imperial Tobacco Co. Ltd. Great Britain and Ireland, Limited, Glasgow.

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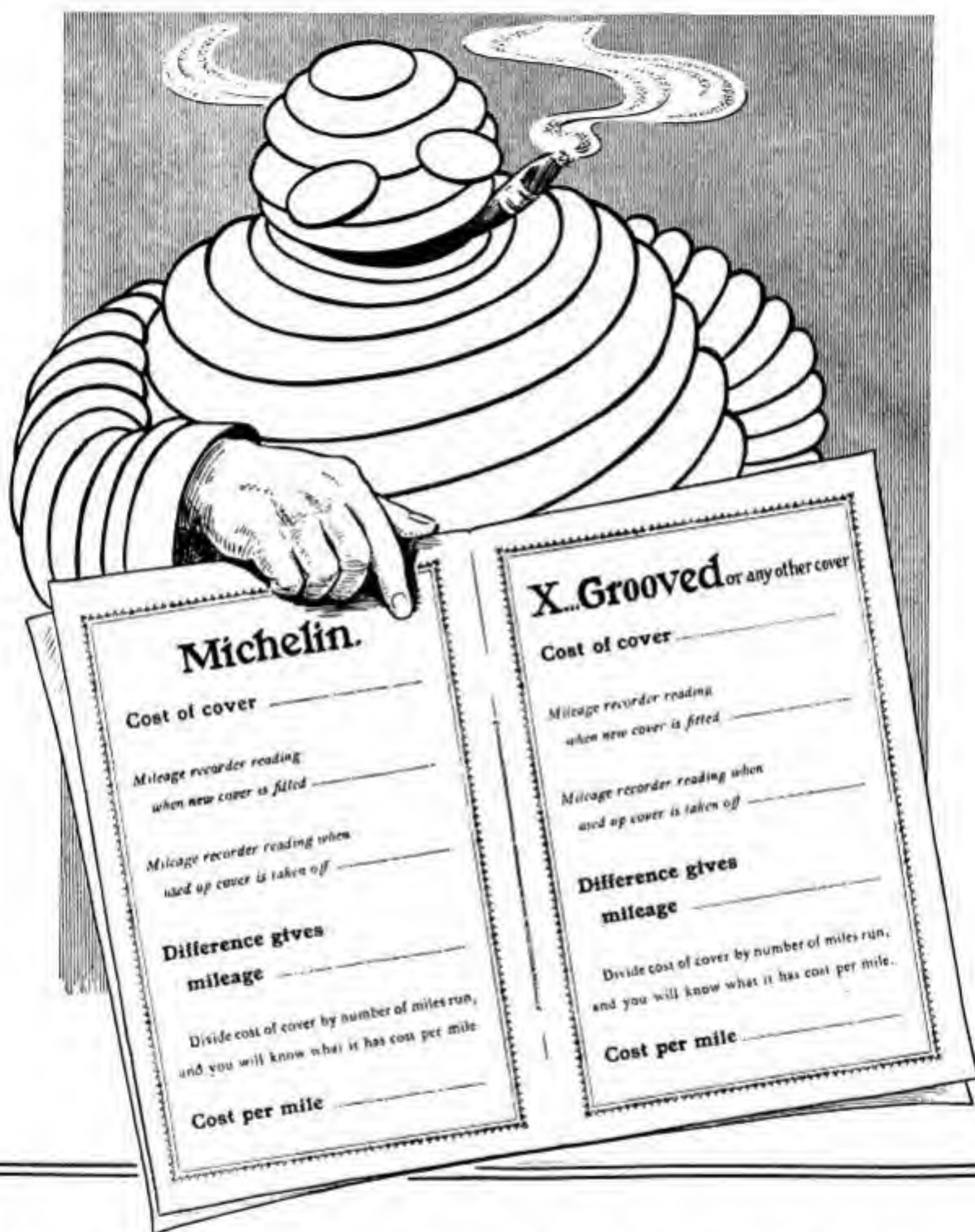
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## LADIES' PAGE

NO scene more brilliant exists to which the public can obtain access than a State performance at the Opera, such as that given this week in honour of the visit of the King and Queen of Denmark. The aspect of the company, shining with jewels and vivid in colours as regards the ladies, decorated with orders and ribbons in the case of the considerable number of men entitled to wear such decorations, and this splendid display of glitter and colour, unbroken on the floor of the great Opera House and the tiers of boxes above it—for, as impecunious music-lovers know to their sorrow, there is no pit or dress-circle—this alone is a sight worth going far to see. Then the floral decorations that extend all round the line of boxes, the satin programmes pinned on the back of every stall and hanging over the front of every box, and last, but of course far from least, the extra life in the performance—not one opera, with passages interesting and dull, but excerpts from those portions of several operas that the leading singers believe to present to the best advantage their special powers; all together compound a scene of such charm and splendour that it must, one feels, impress even the members of Courts. The opera on such occasions, though a purely private enterprise, fulfils a genuine public function.

It was a coincidence that contained a moral that the House of Lords should devote two nights to debating whether women taxpayers should be allowed a voice in electing the men who are to vote away their money without limit in the same week when the enormous taxation under the new Budget was the topic of the hour. The proposition for Women's Suffrage that their Lordships debated, and rejected by a vote of 164 against 126 in favour, was a mild one—namely, that the right to vote for Members of Parliament should be extended to those women who are householders in their individual capacity, and pay their taxes in person. This class of women, standing alone, and compelled to meet every demand of the State without being granted the smallest reduction or remission, can at present exercise the local government franchises, and thence it is known that they number only about one to every seven men voters. The proposed admission of this class of direct taxpayers to a voice in choosing their tax-levying rulers is only a small matter, then. But, on the other hand, it is true that this concession would not put an end to the Women's Suffrage agitation, which is based on a claim that sex is not a relevant qualification for exercising the vote, and that the male part of the nation alone does not constitute "the People." We are not besting the virtues or blunders of genuine "representative government" as long as the very large number of taxpaying women, while not relieved of any fraction of the burdens that politicians are piling on them, are refused all representation in electing the taxing body or directing its policy.



THE REVIVAL OF THE CLOAK

This is one of the fashionable styles of the night scene in Japan. It is built in triple terraces, with broad and high of main ribbed. The Panacea hat is trimmed with a black wool.

It is certainly absurd, however, to argue as if the female sex were a superior race, whose influence will inevitably work for better conduct, and more public spirit, and so on. It may well be retorted that women should give an illustration of all this by their behaviour in the walks of life in which they are now to be seen and tested. It is impossible to deny that the women engaged in wage-earning domestic work are at present displaying as a class the very worst possible spirit. A recent decision in the case of a servant who was dismissed because she refused to carry home the parcels that her mistress had bought for the household, however, shows emphatically that women ought to have a finger in the pie of making the laws about domestic affairs, and in carrying them into effect; for the County Court Judge, a mere man, actually gave wages in lieu of notice, and thus upheld this girl's contention that a mistress is not entitled to require a servant to go to market and carry home the goods purchased for the household! A servant is not to be sent on errands involving any parcel-bringing? Well! As the bewildered mistress in this case inquired: "Am I to keep two servants and carry home my parcels myself?"

In these days of rush and stress a great many people, without being actually ill, feel the need of a nerve tonic. A nerve food which received the Gold Medal from the doctors of the world at their Conference last year is "Vitafer"; a purely British preparation, which is obtainable from all chemists at a reasonable price. The basis is the finest milk, reduced to powder, containing the concentrated nourishment of the milk with the addition of certain nerve and tissue-forming elements. It is taken easily, being tasteless and odourless, and can be sprinkled on bread and butter, or mixed in beverages.

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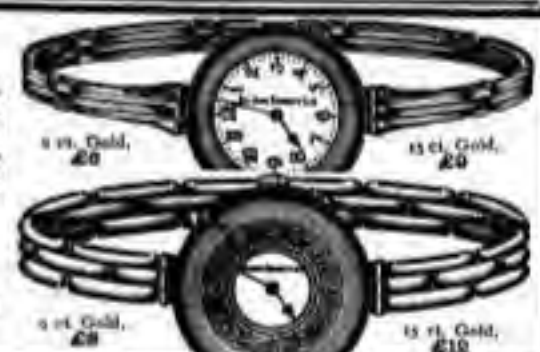


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## PARLIAMENT.

ONE of the most interesting and remarkable events of the week in the House of Commons was the rejection of a Bill, promoted by back-bench Liberals, for the further restriction of the opening of public-houses in England on Sunday. The Bill was supported by Mr. Ellis Griffith on behalf of the Government, and while the opposition came mainly from the Unionists, it was denounced also by Mr. George Roberts, a Labour Member, as an unwarrantable interference with the liberty of the individual. Mr. Chaplin, whose popularity in the House is very great, delighted both sides with a gay speech in which, to show that temperance legislation was unnecessary, he remarked that the gilded youth of the present day drank so little champagne that they were known as "barley-water boys." A number of Nationalists as well as several Labour Members assisted to defeat the Bill by a majority of 198 votes to 176. The intricate, puzzling Budget, with its grants in relief of rates on improvements, involving a new valuation, and its heavy additions to income tax and death duties, has been closely criticised in the debates opened by a very

able speech, in the best and most courteous Parliamentary style, from Mr. Austen Chamberlain. On the Government's own side, the Chancellor of the Exchequer found unusual difficulty in getting up steam. In an elaborate defence of his scheme, on Monday, he announced a concession on unearned income. The tax on these between £50 and £500 is to remain at 1s. 4d., instead of being raised to 1s. 6d., and on incomes of not more

than £500 it is to be reduced to 1s. The Chancellor, explaining vaguely the process by which his proposals are to be carried out, stated that, pending the completion of the new valuation ("which should assess properties at their real value and differentiate between improvements and over-value"), provisional arrangements would be made for the distribution of the money. There would be necessary this year, in addition to the Finance Bill, a Revenue and Valuation Bill, and perhaps an Insurance Bill; and yet, according to the Prime Minister, it was not the intention of the Government, "if they could help it," to have an autumn session! Mr. Walter Long, in a vigorous attack, maintained that expenditure was excessive, revenue was being raised by a system of taxation which was bound to break down, and the Chancellor was budgeting for a surplus in order that next year he might have money to distribute among the people with a view to votes.



THE HEAD OF A FAMOUS ART-FABRIC FIRM: THE BUST OF SIR ARTHUR LIBERTY, BY SIR GEORGE FRAMPTON, R.A., IN THE ROYAL ACADEMY.

The bust was unearthed for and presented to Sir Arthur Liberty by the textile fabric manufacturers of Great Britain and the Continent.

than £500 it is to be reduced to 1s. The Chancellor, explaining vaguely the process by which his proposals are to be carried out, stated that, pending the completion of the new valuation ("which should assess properties at their real value and differentiate between improvements and over-value"), provisional arrangements would be made for the distribution of the money. There would be necessary this year, in addition to the Finance Bill, a Revenue and Valuation Bill, and perhaps an Insurance Bill; and yet, according to the Prime Minister, it was not the intention of the Government, "if they could help it," to have an autumn session! Mr. Walter Long, in a vigorous attack, maintained that expenditure was excessive, revenue was being raised by a system of taxation which was bound to break down, and the Chancellor was budgeting for a surplus in order that next year he might have money to distribute among the people with a view to votes.



FIGURES OF THE CIDER REVIVAL: MENING BULMER'S CELLARS AT HEREFORD.

Messrs. H. F. Bulmer and Co., of Hereford, have nearly two acres of cellars for their well-known cider at Hereford. All their cider is made in their own premises from the best English apples. They claim to be the pioneers of the modern revival of cider as a popular and healthy beverage.

A new proposal, with the view of promoting a settlement of the Ulster question, was announced by the Prime Minister on Tuesday in connection with a motion dispensing with Committee discussion on the Parliament Act Bill. While refusing to provide a "suggestions stage," he intimated that the Government would introduce an amending measure which, if a settlement were arrived at, would practically become law at the same time as the other. Both Mr. Bonar Law and Mr. Haldane spoke pessimistically of it.

## THE FRENCH SEASON AT THE AMBASSADORS.

We can see just now at the Ambassadors', thanks to the enterprise of MM. Gaston Mayer and Maurice Froyer, the sort of programme that is the vogue at the smaller Paris

theatres, and very good as well as very varied is this entertainment. It gives us all-too-brief opportunities in Henri Lavedan's "Rupture," and in the "Gros Chagrins" sketch, of renewing acquaintance with the delightful art of Mme. Joanne Gramer. It presents to us in "Attaque Nocturne" a playlet which begins with the promise of being a Grand Guignol blood-curdler, and ends in an explosion of characteristically Gallic fun. It provides a little sample of Odenbach in "Les Deux Aveugles."

And it has for its final turn a miniature revue entitled "Plantons les Capucines," libretto by MM. Froyer and Bonnaud, score by M. Henri Carré, to which a number of artists make clever contributions, notably Mlle. Gina Palermo, imitating Gaby Deslys and others, and Miss Julia James, wearing the garish of a boy. A very bright, if unpretentious, little show!

On Sunday, May 10, there was a hearty response to the appeal made on behalf of the National Institute for the Blind at special services held in thousands of churches and chapels. The scheme, which was organised by Mr. C. Arthur Pearson, was a great success, and it is certainly to be hoped that "Blind Sunday" may, as suggested, become an annual institution.



PICTURESQUE MEMBERS OF A ROYAL SUITE AT KARLSBAD: TWO TSCHEKESSEN OF THE BODYGUARD OF PRINCESS SCHAIKOVSKY-GLIBOFF-STRECHNEFF.

On arriving at Karlsbad recently the Princess could not at first find suitable rooms for her large suite, so she had her saloon carriages driven on to a siding, and lived for three days at the railway station. Several famous visitors have already gone to Karlsbad, including General von Moltke.

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## THE CHRONICLE OF THE CAR.

## The Light Car Trial.

The R.A.C. Light Car Reliability Trial is over and done with, and the awards made. These are interesting, especially to those who have had opportunities, such as have been given to me, of watching the performances of the cars throughout the Trial. The Light Car Trophy and the cash prize of 200 guineas go to a Singer car, while gold medals were gained by the following: 1. G. W. K.; 10. Swift; 11. Swift; 12. Swift; 21. Hillman; 22. Singer; 23. Singer; 26. Standard; and 28. Saloon. The extraordinarily economical running of the "light" car is well shown by the following petrol-consumption on the sixth day of the Trial, of which subjoined are the details, in terms of miles per gallon of fuel: 1. G. W. K., 36.17; 4. Pilot, 25.40; 5. Arden, 31.03; 6. Gordon, 38.33; 10. Swift, 43.36; 11. Swift, 40.82; 12. Swift, 38.78; 14. Peugeot, 34.97; 15. A.C. (10), 34.93; 16. Allday, 27.16; 18. Saloon, 20.39; 20. Hillman, 26.83; 21. Hillman, 26.84; 22. Singer, 33.74; 24. Singer, 34.80; 25. A.C. (12), 30.23; 26. Standard, 31.41; 30. Charronette, 27.16; 31. Morgan-Adler, 34.93; and 34. La Ponette, 22.48.

The time has now come to consider what lessons, if any, have been learned, and to endeavour to distinguish between the respective performances and merits of the cars taking part. Now, when we begin on this task we are commencing to tread on somewhat dangerous ground, inasmuch as the manufacturers of these cars which came through with absolutely clean "non-stop" performances will claim—and, *prima facie*, with justification—that they are making better vehicles than those which just failed to qualify for the gold medal which is the reward of the successful; while, on the other hand, those who stand for the class which through sheer bad luck—or other causes which I

will deal with presently—just failed to get through will say, with equal justification, that they are making cars which may be even better on their actual merits than the cup-winner, whoever or whatever that may turn out to be when the R.A.C. has issued its final judgment. But I anticipate. First, as to the Trial itself and its character.

Of this last I am able to speak with some amount of knowledge, since I drove one of the Morgan-Adlers in the Trial. For the last eleven years I have not missed a single one of these long-distance reliability trials. I have been through them all in some capacity or other—driver, passenger, or observer—so I think I may be within the mark in claiming to know at least something of my subject.

in saying this. It was a really fine test of the cars, and no small tax on the endurance and nerve of the drivers. Even in the old-time Scottish Trials, I do not remember to have been over roads which were worse in surface, gradient, or general character. In fact, I have it on good authority that when the R.A.C. was surveying the route, it took four cars to get round. Some of them broke down altogether, some of them failed on the big test hills—anyway, as one of the local garage people put it to me, they were all used up in getting once round the course. However that may have been, there is no doubt that the test was a terribly trying one, and any car that came through, non-stop or not, in good condition is, you may take it from me, a rattling good car.

## Some Comparisons which are Odious.

It is, perhaps, in the nature of things that such trials as this last find out the weaknesses during the first day or two. So it was in the case under discussion. With, I think, three exceptions, all the cars that were left in the Trial on the evening of the second day duly completed the round in some shape or other—non-stop or not as the case may have been. Now, I intend to make certain comparisons—though comparisons, we are told, are invariably odious—with a view to making as clear as possible the real informative value of such a test to the purchasing public, who are all that matter so far as the purposes of this page are concerned. With the lessons to the manufacturer I am not so much concerned at the moment, as they are of a specialised rather than a general nature and interest. Of course, as I think I have already remarked, it must go without saying that the gold medal for a complete non-stop must mark the car which wins it as being a more than average good car; and this impression will doubtless receive added force when the public realises that of thirty-two cars which



TO BE GIVEN TO SOME LUCKY PURCHASER OF A TICKET FOR THE MIDNIGHT BALL AT THE SAVOY.  
A MAGNIFICENT 20-H.P. DAIMLER WORTH £600.

The Midnight Ball to be held at the Savoy Hotel on June 25, in aid of the National Institute for the Blind, promises to eclipse in interest and excitement any previous event of its kind. The contemporary, "The Sketch," has arranged a scheme by which a series of superb gifts will be presented to guests attending the Ball. The chance of receiving this car, as well as the other gifts, depends, of course, upon attending the Ball, but not upon the guest's name or any form of competition. The Daimler has been presented, most generously, by the Daimler Company, Ltd., and is on view at 27 and 28, Pall Mall. Tickets (on sale after May 15) can be obtained from Mrs. Carl Lloyd, Savoy Hotel, London, W.C.

and in my judgment this Trial of last week was by a good margin the most severe test to which motor vehicles have been put in this country. When regard is had to the class of the cars, which were all small vehicles of nominally infinitesimal horse-power—comparatively to the horde met upon other similar trials—the roads over which we were taken, and the absolutely wicked weather that prevailed almost throughout the Trial, I do not think I exaggerate

some to the manufacturer I am not so much concerned at the moment, as they are of a specialised rather than a general nature and interest. Of course, as I think I have already remarked, it must go without saying that the gold medal for a complete non-stop must mark the car which wins it as being a more than average good car; and this impression will doubtless receive added force when the public realises that of thirty-two cars which

(Continued on page 833.)

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**SAFETY** and  
**INTERCHANGEABLE BLADES**

**REAL  
RAZOR  
BLADES**

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is motor touring at its best. For the Austin combines all those features that are the outcome of engineering triumph—power on hills, quick acceleration, speed, silence, flexibility, and ease of control—with the luxurious comfort provided by the best of the coachbuilder's art.

## The 20 h.p. Vitesse

shown above, typifies Austin quality, although the illustration cannot do justice to the car's appearance. Equipment includes:—waterproof canvas hood, double-folding wind screen, grooved and studded tyres, detachable wheels (with spare and studded tyre), dynamo lighting system, with all lamps, speedometer, lifting jack, tyre pump and levers, horn, and kit of tools. The car painted and trimmed to client's own colour selection from standard materials. **£590** Ready for the road

Chassis prices, including tyres and detachable wheels  
10 h.p., £260      20 h.p., £375      30 h.p., £550



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LONGERIDGE WORKS, NORTHFIELD, BIRMINGHAM.  
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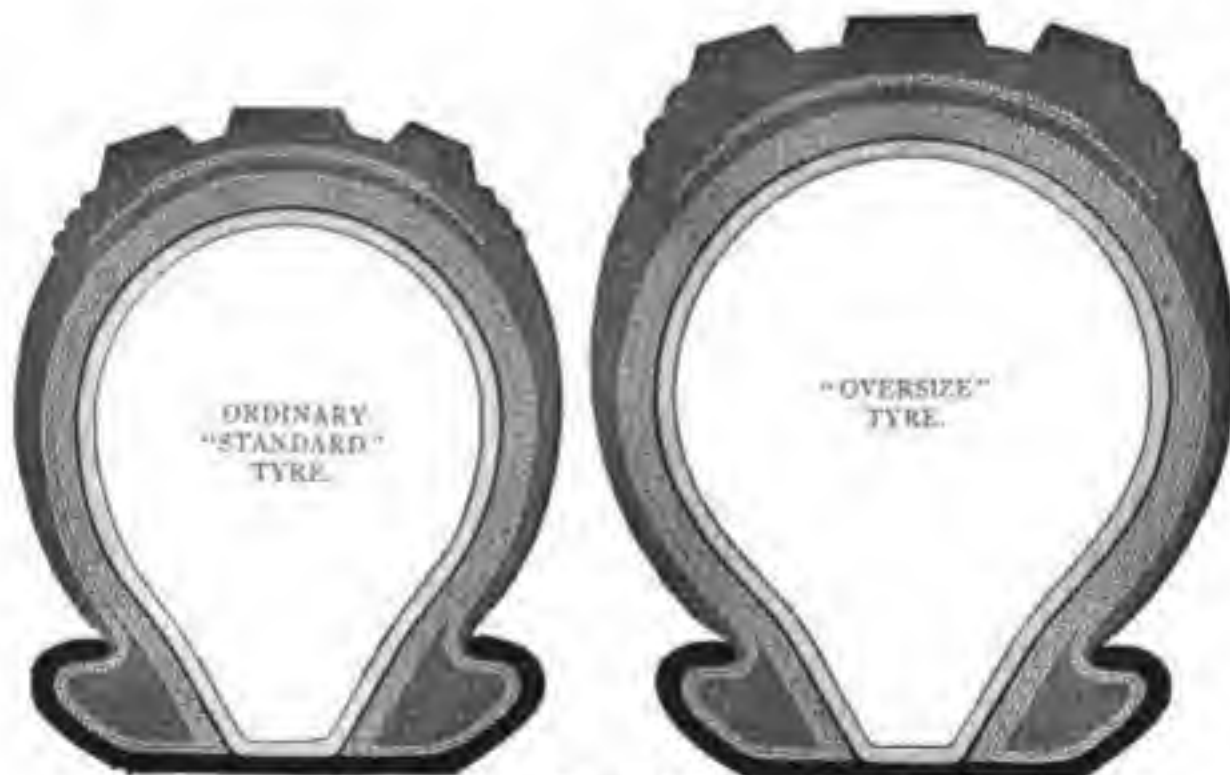
"The man who sighs over | Gets over his sighs  
His bills getting higher, | With an Oversize Tyre."

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and money trying to run your heavy  
limousine car on ordinary Standard  
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# Continental Oversize

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# THE ILLUSTRATED LONDON NEWS

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THE STARS AND STRIPES OVER VERA CRUZ: A CAPTAIN OF MARINES AND AN ENSIGN HOISTING THE AMERICAN FLAG ON THE TERMINAL HOTEL, HEADQUARTERS OF REAR-ADMIRAL FLETCHER.

On occupying Vera Cruz, Rear-Admiral Fletcher, commanding the United States forces there until the place was taken over by General Funston, made the Terminal Hotel his headquarters. As we have noted before, the Americans had complete control by the afternoon of April 22. President Wilson, speaking of his country's action in Mexico, said the other day: "We have gone down

to Mexico to serve mankind if we can find a way. We do not want to fight the Mexicans; we want to serve them if we can. A war of aggression is not a war in which it is a proud thing to die, but a war of service is one in which it is a proud thing to die." It was arranged that the conference of mediators between the United States and Mexico should begin at Niagara Falls on May 20.

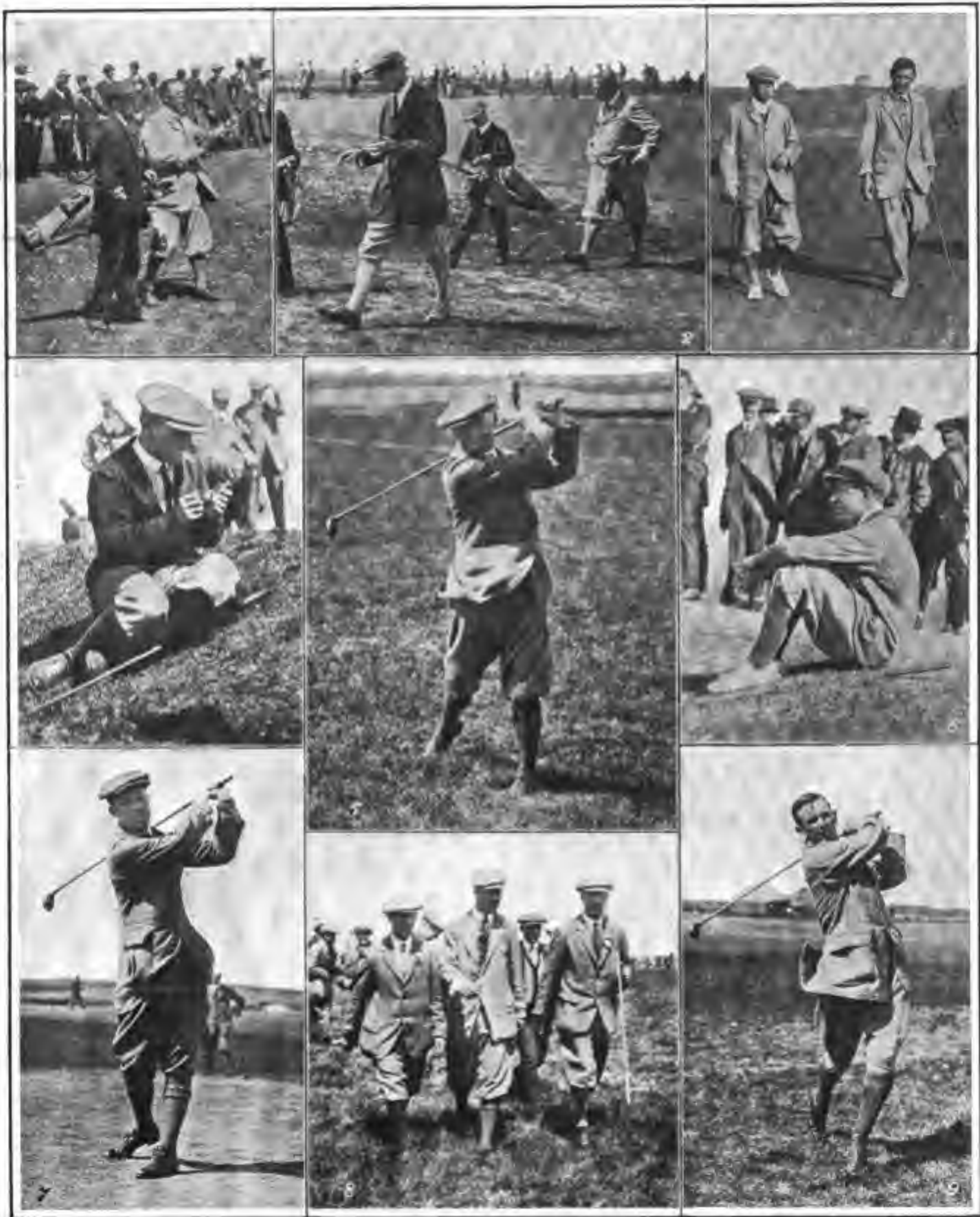






# THE AMATEUR GOLF CHAMPIONSHIP: SNAPSHOTS AT SANDWICH

PHOTOGRAPHS BY ILLUSTRATIONS PUBLISHING CO., NEW ILLUSTRATIONS, P.T.C.—AND SPECIAL



1. MR. C. A. PALMER, WHO DEFEATED MR. JEROME D. TRAVERS.
2. MR. TRAVERS AND MR. PALMER WALKING IN AFTER THEIR MATCH.
3. MR. PALMER AND MR. F. C. CARR, WHO DEFEATED HIM, AFTER THEIR MATCH.
4. MR. H. H. HILTON LIGHTING THE USUAL CIGARETTE BEFORE STARTING.
5. MR. JOHN BALL.

The great Amateur Golf Championship, at Sandwich, the entries for which numbered 252, record figures, provided a sensation when Mr. Jerome D. Travers, United States Amateur Champion, was defeated by Mr. C. A. Palmer, of Handsworth, the Irish Open Champion, by two holes; and another sensation when Mr. Francis Oumet, the United

6. MR. FRANCIS OUMET, WHO WAS BEATEN BY MR. H. S. B. TUBBS.
7. MR. "CHUCK" EVANS.
8. MR. JOHN BALL AND MR. J. F. MACDONELL RETURNING TO THE CLUB-HOUSE AFTER THE FORMER'S WIN BY ONE HOLE.
9. MR. IVO WHITTON, THE AUSTRALIAN CHAMPION.

States Open Champion, was beaten by Mr. H. S. B. Tubbs, of Littlestone, by two holes. Mr. C. A. Palmer was later beaten by Mr. F. C. Carr. A drawing giving a bird's-eye view of the course will be found on pages 262 and 263 of this issue; together with portraits of a number of the prominent entrants.





By G. K. CHESTERTON.

SOMETHING like a fortnight ago, an interesting thing happened in the House of Commons. To those acquainted with the spot, the statement will appear startling: but accidents will happen in the worst regulated families. For once the English Commons voted—well, as if they were really the English Commons. For the first time since that night when Randolph Churchill sprang on his seat and waved his hat, there was a real revolt against the Whips—a real voting of Liberals against Liberal leaders or Conservatives against Conservative leaders. In the numerous cases of a snap division, which have been common from time to time, it was always the custom for the Opposition to cry out "Resign! Resign!" whenever such a snap division occurred. I do not believe that anyone called out "Resign!" on that night. It was too near the real nerve: it was not nonsensical enough to be practical politics.

The Bill for the closing of all public-houses on Sunday is a perfect working model of our peculiar kind of legislation. You will observe, first of all, that it is not really designed to achieve any purpose. The people who promote these things are solemn, but they are not in earnest. Nobody who had any clear and acute conviction about alcohol, one way or the other, would ever bother about Sunday Closing. Mahomet would not bother about Sunday Closing. He would no more allow his followers to drink wine on six days out of seven than he would allow them to worship idols on six days out of seven. If the English citizen is sane, and can be let loose among all the taverns in the town for a week, there is no particular reason why his wits should suddenly desert him on Sunday morning. If he is utterly degenerate and will abuse the advantages of the taverns all the week, he will not recover his health, still less his temper, in one day at the end of it. Nor is there any degree of drinking, from isolated and accidental excess to stagnant or deepening self-indulgence, in which this weekly distinction could do any earthly good. This is important, because it is the great mark of moral reformers of the type—that they always desire to drive in a certain direction rather than to a certain goal. They do not want to do something; they want to be doing something. They wish to advertise their cause even more than they wish to advance it. In a squabble like that over Sunday Closing they are content to be on what they call the Temperance side; they do not really consider whether any one human being will be more temperate in consequence. This is the first great fault of the Puritans; their profound and apparently incurable levity.

Note, secondly, the other great mark of the modern "social reform"—that it is never defended on its merits. If a man wants to stick up a post in my garden, I want to know why, and what good it will do. The typical Front Bench statesman never answers this question. He tells me the exact number of posts along the edge of Wandsworth Common, and says there was a precedent for posts in the reign of William III. This evasive information has become the recognised official defence for things which could not sustain themselves either in popularity or in logic. When the crazy Bill for the medical kidnapping of poor children was challenged by distinguished Liberals like Mr. Wedgwood, or distinguished physicians like Dr. Eder, the miserable official apologist only answered that the Bill "extended the principle of the Lunacy Laws." Which is as if you were to say that a new

law, giving the sentry outside Whitehall a licence to shoot three ladies a day at his own taste and fancy, was only an extension of the principles of the Riot Act. So the people who spoke in Parliament for Sunday Closing had, in the serious political sense, not a word to say in its favour. They could only say it was in accordance with the trend of a recent development; which is true enough. But as those developments have been the rise of prices, the wrecking of free insurance societies, the defeat or treason of Labour leaders, and the headlong increase of political corruption, it does not strike me as a nice trend

closing of inns worked harmlessly in America (as a fact, it does not work at all), that would be nothing worth calling a reason for altering our own traditions or turning our own affairs upside down. No man gives a manly and cogent reason for depriving the poor man—and only the poor man—of his daily glass on the Christian holiday—and only on the Christian holiday. It is evident nonsense. And its defenders can say nothing for it, except that we have talked a good deal of such nonsense before, and that there is a great deal of such nonsense all over the world.

Then there is the third stamp of this sort of thing, the delight in getting a little bit further without in the least knowing where you are going. Hence the ridiculous proposal to make a *boni fide* traveller one who walks six miles instead of three. In a century's time, perhaps, it will be sixty miles; and then six hundred. And all the time anyone who knows the world knows that at some public-houses lies will still be winked at; at others old friends will be received, and at others the police will insist on real strictness, often out of a mere special spite. It takes longer to walk six miles than to walk three; but it takes as long to say "three" as to say "six." This insane assumption of the absolute purity and equality of the working of a law is another of the illusions of the rich philanthropist. But then he himself has never been subject to any law.

The fourth mark is the perpetual appeal of the different parts of the governing class to each other. It is this which at every important crisis proclaims the falsity of the Party System as clearly as a cracked bell. One innocent Liberal paper was astonished that the Bill should be resisted by a few Tories and Radicals in the Commons, when, "curiously enough, the Lords have passed it unanimously." Why should not the Lords pass it unanimously? Nobody proposes to make them teetotalers every Sunday. Nobody imagines that Lord Crewe will have to walk six miles (or say he has walked six miles) before he can get a glass of his own champagne. Nobody imagines that if Lord Lansdowne should desire a harmless glass of claret, he will have to lie with his mouth open for it till Monday morning. The revolt in the Commons was an accident of individual honesty in certain groups on both sides; but the revolt was entirely disinterested. No member of either House would ever come under such laws; that is why they are so easy to pass through both Houses.

The fifth quality in this curious type of legislation is a swiftness of evasion that is quite comic. One Liberal journalist of the official type hastened to say that no doubt there was much to be said for a brighter Sunday, and that even working men thought so. He even told us what the working men are saying. They are saying (it appears), "We can worship as well in a wood as in a church." There is surely some loss of idiom here. On "Pygmalion" principles, I feel sure that both lane and forest were dyed in richer hues. But it is a splendid example of the sudden and slippery habit of the official journalist—that he should avoid the direct challenge as to whether the labourer is excusable in going to the pub., and discuss the question of whether he is inexcusable in not going to the chapel.

Of such triviality and trash is all the defence and exposition of the modern laws; and one content with it thinks he is binding the law on him for a crown, when he is putting his head in a waste-paper basket.

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COMMANDER OF THE UNITED STATES FORCES IN MEXICO: BRIGADIER-GENERAL FREDERICK FUNSTON.

General Funston has had an adventurous career. He was born in 1865 at Carle, Ohio, and was educated at the High School and University of Kansas. He worked for a time on a railway, then became a newspaper reporter, and in 1893 accompanied an expedition to Alaska as a correspondent. Three years later, he went out to Cuba as a filibuster, and fought for the Cuban patriots against the Spaniards, was captured, and was allowed to return to the United States. He next served in the Philippines, and greatly distinguished himself by various exploits, especially in capturing the Filipino leader, Aguinaldo, in a mountain fortress with a small force, and thus ending the war. For this service he received the Medal of Honor and the rank of Brigadier-General in the regular army. At the time of the great earthquake at San Francisco he was in charge of the Department of the Pacific in California, and rendered invaluable aid to the sufferers.

Photograph furnished to "The Illustrated London News" by arrangement with the Newspaper Enterprise Association.

They gave long lists of distant American States where some old women had tried the experiment; and it was suggested that we should feel quite lonely if we were not in their companionship. Pretty much the same list of enlightened States could be trotted out as a reason for our burning black men alive, employing private detectives to murder workmen, tarring and feathering our rivals in love or business, and torturing prisoners with the Third Degree. But even if the



# WIRE; STABLE AEROPLANE; "WOUNDED"; AND CHURCH: KING AND ARMY.

PHOTOGRAPHS BY ILLUSTRATIONS DEPARTMENT, FARRINGTON PHOTO COMPANY, AND C.N.



SUGGESTING JAPANESE IN ACTION DURING THE RUSSO-JAPANESE WAR: BRITISH SOLDIERS AMONG WIRE ENTANGLEMENTS DURING THE FIELD OPERATIONS BEFORE THE KING AND QUEEN.



INSPECTING THE BRITISH ARMY'S NEW STABLE AEROPLANE "R.E. 1": THE KING AND QUEEN AND PRINCESS MARY; ACCOMPANIED BY PRINCE PHRAJATIPON, OF SIAM (RIGHT).



INTERESTED IN THE CARE OF THE "WOUNDED": THE KING AND QUEEN AND PRINCESS MARY WATCHING STRETCHER-WORK.



LEAVING ALL SAINTS' GARRISON CHURCH AFTER THE SERVICE ON SUNDAY: THE KING, THE QUEEN, AND PRINCESS MARY: AND BEHIND THEM, JUST PAST THE CORNER, MR. ASQUITH, PRIME MINISTER AND SECRETARY OF STATE FOR WAR.

With regard to two of the photographs given on this page, we make the following notes: During the field operations before the King, the Brown position was strongly entrenched and the approaches were protected by extensive wire entanglements set in a most effective manner. The attackers were soon busy with wire-cutters, and line after line was cut and pulled aside to make a passage for the advancing men. Then the wire-cutting men put on "casualty" sashes and rolled over "dead." It was noticed that not one of them admitted a hit until he had finished his work. The royal party

showed very great interest in the stable army aeroplane "R.E. 1," in which Colonel Seely flew last week for some fifteen minutes without either the pilot or himself touching balancing-controls or elevator. The rudder was used by Colonel Seely alone; and that only to steer. The machine was first completed about fifteen months ago, but has since been much improved. A flight was undertaken before the King and Queen, and during the ten minutes of its duration, neither pilot nor passenger touched controls, elevator, or rudder.





THE LATE MR. R. E.

FOSTER.

The famous cricketer, and Maker of the Record Test Match Score.



MR. C. A. BANG.

Who was made a Knight at the Coronation of the King of Denmark recently in London.



THE LATE ADMIRAL SIR CHARLES

DRURY.

Formerly Second Sea Lord of the Admiralty.



THE LATE MR. J. L. GRIFFITHS.

United States Consul-General in London and a well-known Speaker.



THE LATE LIEUTENANT

JOHN EMPSON.

Who, with his Mechanic, was killed recently in an Aeroplane Accident.

# **PORTRAITS AND PERSONAL NOTES**

AMONG the distinguished members of the Danish colony in London who received honours from the King of Denmark during his Majesty's recent visit was Mr. C. A. Bang, who is a member of the staff of Mr. William Heinemann, the publisher. The decorations were bestowed after the luncheon to the King and Queen of Denmark at the Danish Legation. In reply to an address presented by the Danish colony, King Christian recalled the pleasant afternoon he spent with them when he visited London as Crown Prince in 1911. Mr. Bang was made a Knight of the Dannebrog.

Mr. R. E. Foster, the famous cricketer, whose early death at the age of thirty-six is greatly regretted in the world of athletics, was the third of the seven sons of the Rev. H. Foster, of Malvern College.

A well-known athletic family. His greatest cricket achievement was his score of 287 for the M.C.C. against the Australians at Sydney in 1903, which remains the record innings in Test matches. He also got his "blue" for rackets at Oxford, and played for England four times in Association football.

Rear-Admiral Malden, who is to succeed Rear-Admiral Moore as Third Sea Lord of the

Admiralty, has since 1912 been in command of the Third Cruiser Squadron. In the previous year he commanded the Home Fleet, and from 1909 to 1911 he was Fourth Sea Lord. His father, the late Captain J. W. Malden, was in the Army, holding a commission in the King's Own Royal Lancaster Regiment.

Consternation was created in the camp of General Maas, the Mexican leader, shortly after the American occupation of Vera Cruz, by the appearance overhead of a military aeroplane. The pilot was Lieutenant Patrick Bellinger, of the United States Army, who flew out from Vera Cruz and obtained for General Funston very valuable information as to the enemy's numbers and movements. Most of the ignorant peons in the Mexican force had never seen an aeroplane, and were terrified when he swooped down near the ground, thinking, it is said, that Satan himself had come against them. Lieutenant Bellinger describes it as "the most exciting afternoon I ever had in my life. The officers had a terrific time trying to restore some sort of order, but when a few bullets

began whistling through the air near to me I realised that I would soon be the target for every rifle for miles around. I immediately rose to a great height."

Mr. Kipling's speech at the recent Anti-Home-Rule demonstration at Tunbridge Wells was not of a conciliatory character—it was a scathing personal attack on the Government as well as a denunciation of Home



ADDRESSING AN OPEN-AIR ANTI-HOME-RULE DEMONSTRATION AT TUNBRIDGE WELLS: MR. RUDYARD KIPLING.

Rule. "The Home Rule Bill," he declared, "broke the faith of generations; it officially recognised sedition, privy conspiracy, and rebellion; it subsidised the secret forces of boycott, intimidation, outrage, and murder." Speaking of the recent Army crisis, and what led to it, Mr. Kipling said that the Cabinet "secretly prepared the largest combined expedition of both arms that had been launched since the Crimea."



THE UNITED STATES MILITARY AIRMAN WHO TERRIFIED THE MEXICAN CAMP: LIEUTENANT PATRICK K. L. BELLINGER WITH THE HYDRO-AEROPLANE USED FOR THE FLIGHT.

Photograph Exclusive to "The Illustrated London News," by Arrangement with the Newspaper Enterprise Association.

Sir Charles Drury, who died recently at Tenterden, was one of the few Canadians to reach a high position in the Navy. He was born at Rotherham, New

Brunswick, in 1846, and entered the Navy when he was thirteen. In 1882 he became Commander of the *Excellent*, the gunnery-school ship at Portsmouth, and a few years afterwards he joined the Ordnance Committee. In 1896 he was thanked by the Foreign Office for his services in Crete as Captain of the *Hood*. Six years later, he was appointed Commander-in-Chief in the East Indies and, after returning home, was for three years Second Sea Lord of the Admiralty under Lord Fisher. He has since been Commander-in-Chief in the Mediterranean and at the Nile. His knighthood, in the form of the K.C.B., was conferred in 1905.

Many friends in London will deeply regret the loss of Mr. J. L. Griffiths, the American Consul-General, who died suddenly on the 17th at his house in Lowndes Square. Mr. Griffiths was noted as an excellent speaker, and was much in request in that capacity at public and private gatherings. Personally he was extremely popular, and officially he was a strong promoter of international goodwill. "Jealousies and animosities between England and America," he said, "have disappeared, and the two countries are moving forward to the fulfilment of a common destiny."

Disaster overtook one of the ten Army aeroplanes of the Second Squadron of the Royal Flying Corps which were engaged recently in a long flight from Montrose to Salisbury Plain. The machine piloted by

Lieutenant Empson came down in a thick fog near Northallerton, collided with a hedge, and overturned. Both the pilot and his mechanic, George Cudmore, were killed. Two more of the aeroplanes came to grief in the fog, but without fatal results. Lieutenant Empson was only twenty-three. He was in the Royal Fusiliers, and joined the Flying Corps last December. His father and mother were awaiting his arrival at York when the sad news was broken to them.

Rear-Admiral Horace Hood, who has succeeded Rear-Admiral De Chair as Naval Secretary to the First Lord of the Admiralty, is heir-presumptive to his brother, Viscount Hood. He saw service on the Nile in 1897-8, and in Somaliland in 1903-4. In 1910 he became Captain of the Royal Naval College at Osborne, and two years later was made a Naval A.D.C. to the King.



**Among £700,000 Worth of Flowers: A Royal Visit to the Great Spring Show.**

1. ON HER PRIVATE VISIT TO THE SPRING SHOW OF THE ROYAL HORTICULTURAL SOCIETY: QUEEN ALEXANDRA IN THE ROYAL HOSPITAL GROUNDS AT CHELSEA.  
 2. IN THE EXHIBITION OF £700,000 WORTH OF FLOWERS: QUEEN ALEXANDRA DURING HER PRIVATE INSPECTION OF THE ROYAL HORTICULTURAL SOCIETY'S SHOW.  
 3. THE EXHIBIT OF ONE WHO HAS PUT THE "MIDAS TOUCH" INTO A SALPIGLOSSIS: MISSES SUTTON'S EXHIBIT AT THE SHOW.

Before the exhibition was opened to the public, Queen Alexandra visited the Spring Show of the Royal Horticultural Society, in the Royal Hospital Grounds at Chelsea, on May 19, and was very much interested. At the stall of the Chelsea Pensioners, her Majesty bought a number of post-cards and a basket made by a pensioner, and it was another pensioner who drew the Bath-chair in which she made a short part

4. IN THE EXHIBITION OF £700,000 WORTH OF FLOWERS: QUEEN ALEXANDRA DURING HER PRIVATE INSPECTION OF THE ROYAL HORTICULTURAL SOCIETY'S SHOW.  
 5. ONE OF THE MOST ATTRACTIVE FEATURES OF THE GREAT FLOWER SHOW AT CHELSEA: A CORNER OF THE OLD ENGLISH GARDEN.

of her tour of the grounds. Her Majesty accepted a specimen of a new *Salpiglossis* from Mr. Sutton, who has, in one of the party said, the Midas touch; that is to say, he has contrived to introduce golden lines into the royal purple of the flower. The total value of the exhibits at the Show has been estimated at £700,000.—(PHOTOGRAPHS BY S. & A. G. C. N. AND L. N. A.)

**"At the Disposal of Prince William": Essad Pasha, the Minister of War, Arrested.**

1. THE ALBANIAN MINISTER OF WAR AND OF THE INTERIOR, WHO HAS BEEN ARRESTED AND PLACED AT THE DISPOSAL OF PRINCE WILLIAM: ESSAD PASHA (IN LIGHT PEZ) AWAITING THE LANDING OF THE NEW SOVEREIGN OF ALBANIA.

Affairs took a very startling turn in the new kingdom of Albania on May 19, when it was announced that Essad Pasha, Minister of War and of the Interior, and hitherto virtual, if not nominal, ruler of the country, had been placed, with his wife, on board the Austro-Hungarian cruiser "Segetvar," at Durazzo, where, according to an official statement, "he will for the present remain at the disposal of Prince William."

2. WHEN HE STARTLED THE PEOPLE OF DURAZZO BY A SUDDEN CHANGE FROM CIVILIAN GARB TO THAT OF AN ALBANIAN GENERAL: ESSAD PASHA (X) IN UNIFORM AS IN TO THAT OF PRINCE WILLIAM, WHEN HE MET THE NEW RULER.

It is alleged that a *coup-d'état* by Essad Pasha against Prince William was narrowly averted by the intervention of Austria-Hungary and Italy, on the wish of the new Sovereign himself. Essad Pasha, defender of Skutari, was the self-constituted head of the Moslems of Albania, and has made it his business since Prince William's arrival to impress upon the Albanians his own importance.

PHOTOGRAPHS BY TELEPHOTO AND KODAK FILMS.



## FROM THE WORLD'S SCRAP-BOOK.



Photo. Times.

A REPLY TO THE LOCAL STUDENTS' ATTACK ON SUFFRAGETTES: THE STANDS OF THE BIRMINGHAM RACE-COURSE BURNT OUT.

The stands of the Birmingham Race-Course were burnt down the other night, and it has been assumed that the fire was started by militant Suffragettes seeking revenge, more especially against those students who have been opposing them so strenuously in Birmingham, and worked recently the office furniture of the local Suffragette headquarters.—With regard to this year's contests for the America Cup, it may be noted that they will arouse special interest not only for themselves, but from the fact that they will be



Photo. Crick.

BUILDING THE FOURTH "SHAMROCK" IN SECRET: THE SHED (x), GUARDED NIGHT AND DAY, IN WHICH THE VESSEL IS BEING CONSTRUCTED.

told under a new rule of yacht-measurements. The fourth "Shamrock" has brought about the construction in the United States of three defending yachts, each of them 74 feet 9 inches in length on the load water-line, with a draft of 23 feet 0 inches. They are the "Resolute," the "Vanderbilt," and the "Defiance." It was stated recently that "Shamrock IV," which is being built at Gosport for Sir Thomas Lipton, would be launched on May 25.



Photo. Underwood and Underwood.

DESTRUCTION WROUGHT IN VERA CRUZ BY SHELLS FROM THE U.S.S. "CHESTER" AND "PRAIRIE": THE NAVAL ACADEMY MUCH DAMAGED.



Photo. Bain.



Photo. Geo. Brown.

AMERICAN SAILORS AND MARINES KILLED AT VERA CRUZ BROUGHT TO NEW YORK: THE ARRIVAL OF THE FUNERAL CORTEGE AT THE BROOKLYN NAVY YARD.

The reality of the United States action in Mexico was brought home recently when the bodies of seventeen United States marines and Minjardete killed at Vera Cruz were landed at New York and borne in solemn procession through the streets. It was on this occasion that President Wilson, speaking in the Brooklyn Navy Yard, contrasted a war of aggression with a war of service.



Photo. Underwood and Underwood.

KILLED IN THE "WAR OF SERVICE" IN MEXICO: THE COFFINED BODIES OF SAILORS AND MARINES SHOT AT VERA CRUZ ABOARD THE "MONTANA."



THE COAL WAR OF COLORADO: A MAN WITH A WHITE FLAG ABOUT TO RECOVER THE BODY OF A DEAD MINER.

It has been alleged that the terrible coal war in Colorado, which cost a number of lives, was caused by a remark said to have been made by Mr. John D. Rockefeller, jun., to the effect that he would spend his millions to buy the right to employ free labour. It was waged chiefly between striking



Photo. Bain.

"CIVIL WAR" BETWEEN STRIKING MINERS AND STATE MILITIA IN COLORADO: A MINERS' CAMP IN FLAMES.

Colorado miners and the State Militia. As a sequel, various officers are to appear—or have appeared—before a public court-martial; one of them as defendant on fifty-two charges, including murder, looting, and intimidation. The first tragedy of the war was the burning of the Ludlow tent colony of the miners.



# THE UNREST OF ETNA: EARTHQUAKE DEVASTATION IN SICILY.

PHOTOGRAPHS BY C.N. UNDERWOOD AND UNDERWOOD, AND DELANEY.



STILL USED TO SUMMON THE FAITHFUL: A CHURCH BELL SUPPORTED RUDELY IN FRONT OF THE RUINS.



SURVIVORS FROM A STRUCKEN VILLAGE: REFUGEES WHO ESCAPED AT LINERA LIVING IN TENTS BY THE ROADSIDE.



LOOKING AS THOUGH HIT BY A SHELL: THE RUINS OF A CHURCH AND OTHER BUILDINGS.



DEPRIVED BY THE EARTHQUAKE OF ALL THEY POSSESSED: HOMELESS WOMEN AMONG THE RUINS OF THEIR HOMES.



WITH FAITH UNSHAKEN BY THE CATASTROPHE WHICH DESTROYED THE CHURCH: A CELEBRATION OF MASS IN THE OPEN AIR.

The recent volcanic earthquake in Sicily, caused by the renewed activity of Mount Etna, affected chiefly the district lying between Giarre and Acireale, some eight miles from north to south, and between Zafferana, a small town on the eastern slope of Etna, and the sea coast some five miles away. It was reported that about 160 people were killed, and some 500 wounded. Linera, which was totally destroyed, was a village in the Commune of Acireale, south of Mangano: the village of Santa



VICTIMS OF THE GREAT UPHEAVAL: BODIES IN ROUGH COFFINS BEING REMOVED FROM THE SCENE OF DISASTER.

Venerina is in the Commune of Zafferana. Since the first violent earthquake of May 8, several further severe shocks have been felt at Santa Venerina and various other places, including the seaside resort of Giarre, where the whole population rushed from their houses in the night, and camped out of doors. After the destruction of the church at Santa Venerina, Mass was celebrated at an improvised altar in the open air, and at Linera the bell of the wrecked church was used as an altar.





AS SEEN IN "MAHON LESCAUT": ALEXANDER KIRCHNER.

Photograph by Reinhardt.

## MUSIC.

BEFORE writing of last week's music, a word must be said of the great conductor, Ernst von Schuch, whose death leaves Germany the poorer, and whose brilliant work was always admired by those British students who were resident in Dresden. Ernst von Schuch was director for nearly fifty years of the Royal Opera House in Dresden. Mr. Albert Coates, who has conducted opera at Covent Garden in the past few weeks with such distinction, was one of his pupils. Schuch introduced most of the Strauss operas to Germany, and came to London on a brief visit a few years ago. He was a man of commanding personality, who carried no small part of the

burden of orchestra and singers. A very autocrat, he nevertheless commanded the admiration, if not the affection, of all who followed the direction of his baton. A great operatic artist, talking to the writer about a performance of "Elektra," remarked of a difficult scene that had gone awry: "If we had only had Schuch at the conductor's desk, all would have been well. He is like a lighthouse on a coast-line strewn with rocks."

A SINGER IN GERMAN OPERA AT DRURY LANE: LOTTE LEHMANN.

Photograph by Dablop.

"Lohengrin" has been made singularly attractive by Johannes Sembach, who sings the name-part exquisitely; by Miss Maude Fay, whose mezza voice is, perhaps, the most beautiful part of her equipment; and by Mme. Kirkby Linn, who has entered more deeply into the spirit of the Wagnerian rôle than any English singer. Caruso, Destinn, Dinli Gilly, and Edvina have returned to Covent Garden—a magnificent performance of "Aida" being associated with the return of the three first-named artists. Caruso is no longer the prodigal tenor of old time, but he may be said to have gained in sheer artistic perception more than he has lost in volume of tone. Destinn's Aida is as arresting a creation as ever; and Dinli

At Covent Garden in the past few days there have been some interesting performances.

Gilly's Ammonasen is a striking creation, full of fire and force, and finely sung. A word of high praise is due to Mme. Kirkby Linn, who after singing the



AS SEEN IN "THE MAGIC FLUTE": CORNELIUS BRUNSCHWIG.

Photograph by Elbe.

trying part of Ortruda on Wednesday night, appeared at Amneria twenty-four hours later.



AS JOSEPH IN "LA LÉGENDE DE JOSEPH": LÉONIDE MASSIN.

Photograph by Brissac and Eagle.

## The Grand Scaen of Russian Opera, German Opera, and Russian Ballet, at Drury Lane: Some of the Principal Singers.

The performance of "La Tosca" on Saturday night roused great interest, for Caruso appeared as Cavaradossi, and Signora Muzio, in the absence of Mme. Edvina, indisposed, made her first appearance this season in the name-part. Scotti's "Scarpia" is immensely popular, too; indeed, our operatic stage cannot show a finer piece of work on the dramatic side between the beginning and the end of the season.

"La Légende de Joseph," Dr. Richard Strauss's new ballet, now on the point of production at Drury Lane, has been produced with extraordinary success in Paris. M. Massin, a young Circassian who is shortly to be seen in London, created the name-part; Léon Bakst is responsible for the costumes; Señor Sert for the scenery; and M. Fokine for the arrangement of the dances. Seats were gambled for, and enthusiasm ran high.

AS FASINAL IN "DER ROSENKAVALIER": F. BRODERSON.

Photograph by Newspaper Illustrations.

## THE PLAYHOUSES.

## "GRUMPY" AT THE NEW

"GRUMPY," which has brought Mr. Cyril Maude so much success in America, and is pretty sure to repeat the experience for him in London, is the work of Mr. Horace Hodges and Mr. T. W. Percyval, two well-known actors; and it is the kind of play that an actor might be expected to write. Your player turned playwright may be counted on to give you neat stage-craft, tricks for provoking excitement, and details of plot that have served their turn already, and consequently, as it seems to him, may well serve it again. He is imitative and adaptive, rather than inventive, and his idea of character-drawing is qualified by his instinct for what is showy or bizarre. So it is with the authors of "Grumpy"; you will not look to them for solid consistency of portraiture or novelty of scheme. Old Grumpy, the aged lawyer, who is so superficially cantankerous and essentially amiable, so apparently senile and yet shrewd enough to unravel quite a baffling crime-mystery, is a mere piece of patchwork; but he gives Mr. Cyril Maude's art very serviceable material on which to work. Out of the authors' antinies and paradoxical suggestions he develops a veritable creation, fantastic, incredible, yet as impressive as amusing. Just for the time being he affords you the illusion of mind triumphing over the ravages of Nature; of a fine brain overcoming the paralysis of age. What matters it then, if, in the course of their drama of robbery and assault and the detection of a thief, this scene reminds you of "The Silver King" and another of "Raffles," and a third of some other play? Mr. Maude obtains one of the most telling parts of his career; and thrown in are a pretty performance of his daughter, Margery, and clever acting from Mr. Montague Love as the villain, Mr. Lennox Pawle as a brother-rogue, and Miss Maud Andrew as a nervous maid-servant.

(From Playhouse News mentioned in the Standard.)

AS SEEN IN "THE MAGIC FLUTE": IRVING EDEN.

Photograph by Welfgraber.



AS SOPHIE IN "DER ROSENKAVALIER": CLAIRE DUX.

Photograph by Newspaper Illustrations.



AS OCTAVIAN IN "DER ROSENKAVALIER": CHARLOTTE UHR.

Photograph by Kaly.



# THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



THE LITTLE TENT, BEHIND THE WHITE HOUSE, IN WHICH THE PRESIDENT OF THE UNITED STATES WORKS: THE UNUSUAL HEADQUARTERS ADOPTED BY PRESIDENT WILSON.

The fact of these two photographs needs no explanation other than that already given. With regard to the second, it should be said that Captain Amundsen learnt to fly in France, and is in practice at the famous 'Johannisthal' Aerodrome, near Berlin, where his comrade, Captain [unclear] (the second



PREPARING TO MAKE A JOURNEY BY AIR IN THE POLAR REGIONS: CAPTAIN AMUNDSEN (1st. THE FIRST MAN TO REACH THE SOUTH POLE, INTERESTED IN FLYING AT THE JOHANNISTHAL AERODROME, BERLIN.

Spurn from the left in the photograph) is also taking lessons. The machine Captain Amundsen will use in Polar regions is to be constructed by German engineers after the plans of the explorer himself. It will have flaps resting on runners so curved as to allow of ascents from ice.



THE BURIAL OF A GREAT HIGHLAND CHIEF: PRINCESS LOUISE, DUCHESS OF ARGYLL, THE NEW DUKE OF ARGYLL, AND LORD GEORGE CAMPBELL, FOLLOWING THE COFFIN OF THE LATE DUKE OF ARGYLL.

As that was mortal of the sixth Duke of Argyll was laid to rest on Friday, May 15, in the family vault, the Argyll Mausoleum, on the little hillside graveyard at Kilmun, on the shore of the Holy Loch. Following the coffin as chief mourners were Princess Louise, the Duke's widow; Lord George



THE BODY OF THE DUKE OF ARGYLL ARRIVING AT THE GRAVEYARD: THE PICTURESQUE SIDE OF THE SOLEMN OCCASION.

Campbell, his only surviving brother; and Mr. Hall D. Campbell, who becomes Duke of Argyll. Also those near Earl Percy, Miss Elphinstone Campbell, Lady Mary Carr-Clyde, Lady Frances Balfour, Lady Constance Erskine, nephews and nieces of the late Duke, and many another notable person of the district.



THE FLIGHT OF BRITISH ARMY AEROPLANES FROM MONTROSE: A BIPLANE HALTED FOR THE NIGHT, SHOWING THE PROPELLERS AND THE PILOT'S CAR PROTECTED BY CANVAS.

During the flight of British Army aeroplanes which set out from their headquarters at Montrose to take part in a mobilization of forces on Salisbury Plain, there was, unfortunately, a terrible disaster. Lieutenant Empson, in the aeroplane numbered 331, and accompanied by his mechanic, came down in a somewhat remote spot, near Northallerton, apparently as, owing to the dense fog, he was unable



THE DISASTER DURING THE FLIGHT OF ARMY AEROPLANES FROM MONTROSE: THE WRECKAGE OF THE FLYING MACHINE IN WHICH LIEUTENANT EMPSON AND HIS MECHANIC, GEORGE CUDMORE, WERE KILLED (THE BODIES WERE FOUND BENEATH THE POINT X).

to see where he was going, and ran into a hedge at considerable speed. The machine turned turtle; and pilot and mechanic were pinned below the diaphragm and, presumably, killed on the spot. At the inquest, Major Burke said it was clear that Lieutenant Empson's machine had overturned after striking a hedge, and added that it must have been travelling very fast when it telescoped.

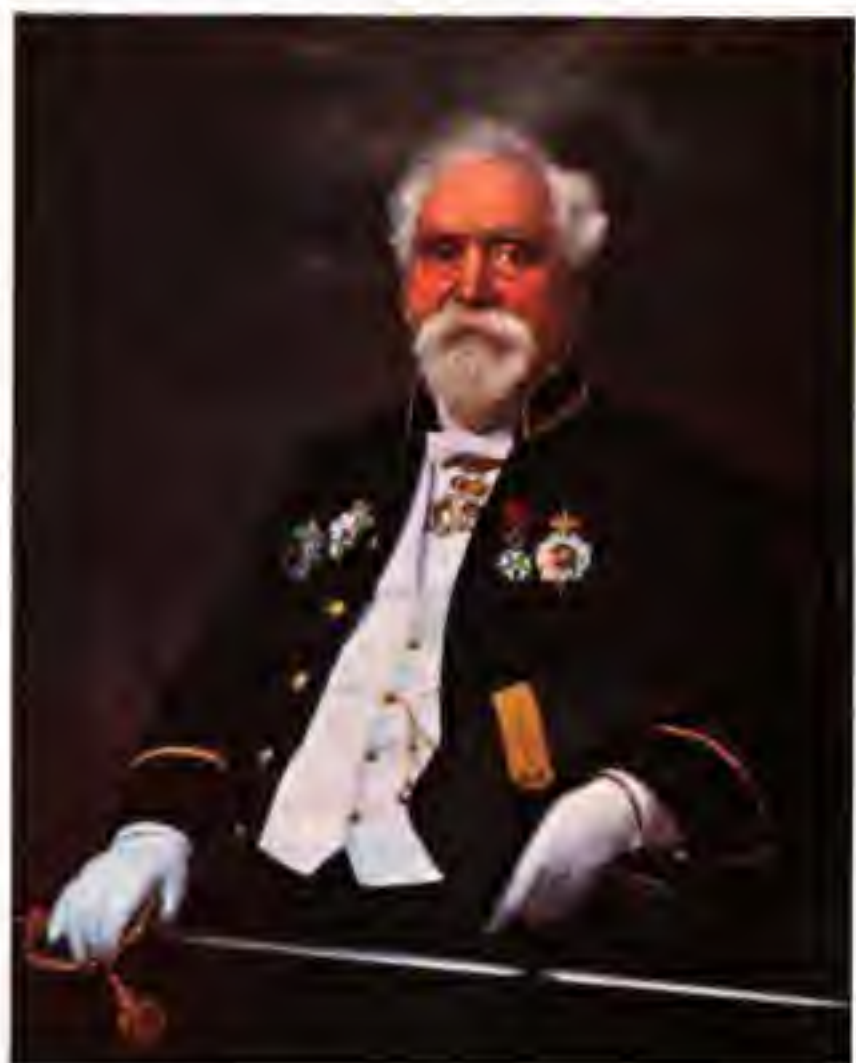


# By Natural-Colour Photography: Four Men Famous in Britain.

FROM AUTOCHROME (NATURAL-COLOUR) PORTRAITS BY J. RUSSELL AND SONS, 51, BAKER STREET, LONDON, W.



*President of the Royal Society: Professor Sir William Crookes.*



*Inventor of the Automatic System of Firearms: Sir Hiram Maxim.*



*The Most Famous Living Field-Marshal: Lord Roberts.*



*The Lord Chief Justice of England: Lord Reading.*

Professor Sir William Crookes, O.M., D.Sc., became President of the Royal Society last St. Andrew's Day. His star first appeared above the horizon as far back as 1867, when he was enabled to announce the discovery of Thallium, a new element. In the domain of pure science, he has added much to our knowledge of X and other rays; applied science is in his debt for several reasons. Further, he is a great champion of Spiritualism. He was born in 1832.—Sir Hiram Maxim is, of course, very well known as an inventor;

particularly, from the quick-firer which bears his name, and as the inventor of the automatic system of firearms. He was the first to make patent smokeless powder. He was born in the United States in 1840.—Of Earl Roberts, there is no need for us to say any thing here: his brilliant career as a soldier is familiar to all. He was born in 1832.—Lord Reading, formerly Sir Rufus Isaacs, won very great success at the Bar, and has been both Solicitor-General and Attorney-General (with a seat in the Cabinet). He was born in 1856.



# VERA CRUZ: THE CITY CHANGING HANDS: WHITE FLAG; REFUGEES.

PHOTOGRAPH Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



VERA CRUZ TRANSFERRED FROM THE SEA FORCE TO THE LAND FORCE OF THE UNITED STATES. GENERAL FUNSTON TAKING OVER THE MEXICAN SEAPORT FROM REAR-ADMIRAL FLETCHER.



WITH A BATH-TOWEL ON A STICK AS A WHITE FLAG: WHEN LIEUTENANT FLETCHER, OF THE UNITED STATES NAVY, MET OFFICERS OF THE MEXICAN FEDERAL ARMY AS TO THE FLAG OF TRUCE FLYING FROM A REFUGEE TRAIN.

Rear-Admiral Fletcher was commanding the United States force at Vera Cruz when there was sent that order under which the American marines seized the Custom House, the first act of the occupation. He, too, made the first demand, through the American Consul, for the surrender of the place: this after he had sent word that if sniping did not cease he would bombard the city with big guns. His headquarters were the



ON THE WAY TO THE MEXICAN LINES IN SEARCH OF PROTECTION THEY THOUGHT THE AMERICAN FORCE WOULD DEFEAT THEM: MEXICAN REFUGEES FROM VERA CRUZ WALKING ALONG THE RAILWAY TRACK TOWARDS THE MEXICAN ARMY.

Terminal Hotel. General Funston arrived on April 28, and took over the town on May 1, when there was a review of some 3000 soldiers, marines, and bluejackets. An American correspondent, writing of the flag of truce here shown, says: "We took a train-load of Mexican refugees out and let them cross the lines established by General Maas. I suppose by the time you read this they will all be carrying rifles against us."



## THE UNITED STATES IN ACTION IN MEXICO: THE

PHOTOGRAPH EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS"



### IN A POSITION CONTINUALLY THREATENED BY THE MEXICANS: THE

The United States sailors and marines had control of Vera Cruz by the afternoon of April 22, and by night-time held the water-front, the Custom House, and all the eastern side of the city, together with the railway lines as far west as the Round House, near the western edge of the northern side of the city. By then most of the Mexicans had beaten a retreat.



## AMERICAN WAR OF "SERVICE, NOT AGGRESSION."

ARRANGEMENT WITH THE NEWSPAPER ENTERPRISE ASSOCIATION.



### UNITED STATES NAVAL GUARD AT THE VERA CRUZ WATERWORKS.

to the sand-hills on the west, but some remained and sniped from the house-tops and other points of vantage. On April 24 came the statement that the Americans had formed an outpost equipped with twelve machine-guns and several 3-inch field pieces. Martial law was proclaimed on April 27.



## A TRIAL UNDER MILITARY LAW IN VERA CRUZ: THE

PHOTOGRAPH EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS"



AFTER IT HAD BEEN THREATENED THAT IF SNIPING DID NOT END THE CITY WOULD BE  
TRYING SNIPERS AND OTHER

The Americans at Vera Cruz were considerably harassed during the earlier stages of the proceedings by snipers, who picked off their men from various vantage points, especially from the house-tops. As a result, Admiral Fletcher found it necessary to send word under a flag of truce that if sniping did not cease he would bombard the city with big guns. Certain sharpshooters firing from an old tower which was once a lighthouse must have come to a speedy end; for their shots were answered by five shells, from a 3-inch gun of the



## UNITED STATES AS JUDGE IN THE MEXICAN SEAPORT.

ARRANGEMENT WITH THE NEWSPAPER ENTERPRISE ASSOCIATION.



BOMBARDED WITH BIG GUNS: THE AMERICAN PROVOST MARSHAL'S COURT, AT VERA CRUZ, OFFENDERS AGAINST MARTIAL LAW.

"Utah's" sailors, which completely demolished the tower. Martial Law was proclaimed on April 27. For those not learned in such matters, it may be added that a Provost Marshal in an Army is an officer who acts as the chief of police of any town, camp, or district, for the preservation of order, and for the bringing to trial and punishment of all offenders against military discipline. He it is who is responsible for all prisoners confined on charges of a general nature under the Articles of War, and in the field his power is summary.





AT THE INN: THE PRIOR'S SCENE (A.D. 1191).



## LITERATURE



ON THE ROAD: THE TOLLER LEADS THE WAY. (C. 1200).

London. Sir Laurence Gomme, the author of this very excellent volume, "London" (Williams and Norgate), treats his subject with indisputable authority. Already well known as a writer upon matters involving wide knowledge and research, he came to his work well equipped, and his special object in this book is to show the continuity of the ideal which, modified in form by the different forces which have worked upon it at different periods, has persisted through them all, springing from the city-state of Roman Londinium, and passing on, never broken but constantly changing, until it "comes out into the open when the Georgian statesmanship broke away the blocking forces." Sir Laurence never loses sight of the fact that London is a nation as well as a city; not for him the dictum of Dr. Johnson, who labelled the city "the needy villain's general home, the common sewer of Paris and of Rome." But this was written before Johnson knew London or London knew him. An interesting point is made by the author in emphasising the cosmopolitanism of London from its earliest days. "London was never a city of the English," he says, "but it became a city-institution under English dominance." In this study of

commercialism and individualism, the drooping of men from the provinces who worked for the new conception of industry and trade "in which London would have only an incidental part." A certain decadence, says the author, followed the coming of the Stuarts, and he quotes "St. Hillarie's Tears," depicting the dreary condition of London in



AS IT WAS FIFTY YEARS BEFORE THE GREAT FIRE: OLD ST. PAUL'S IN 1616, FROM NICOLAS JOHNSON'S VIEW OF LONDON.

Illustration reproduced from "London," by Sir Laurence Gomme, F.S.A. (by courtesy of the Publishers, Messrs. Williams and Norgate).

1642, with "the Lawyers complaining of infinite numbers of Bankerouts." St. Hillarie also writes

of the constant difficulty of obtaining money from the courtiers, and has no good word for the Stuarts or the conditions obtaining under their rule. Afterwards comes a chronicle of changes, revival and growth, and the book ends upon a note of joy over "The Greatness that is London." The volume is illustrated with reproductions of engravings after Holbar, Nicolas Vischer, Wyngeerde, and other old-time artists. A valuable Appendix

## International Trade.

In this era of unprecedented expansion of commerce, when the ends of the earth are daily brought into closer relations by the aid of scientific discovery and development, a volume such as "Ocean Trade and Shipping," by Mr. Douglas Owen (Cambridge University Press), is not merely valuable, but indispensable to all who "go down to the sea in ships and occupy their business in great waters." The author is an expert, and not only writes with intimate knowledge of details and methods of ocean trading in normal conditions, but explains with lucidity the changes in such conditions which would have to be faced in the lamentable but always possible contingency of an outbreak of war. The author's view of trade is comprehensive, and recognises the dignity and world-influence of modern commerce; he explains its principles, methods, and effects in a way which is often fascinating yet always practical, and instances Germany as a conspicuous example of how the prestige and greatness of a nation spring from the industrial awakening of its people. Mr. Owen gives much valuable information upon details cognate to his subject, and in addition to authoritative chapters upon Port



AS IT WAS ABOUT 1300: "THE BARK" (BARKSIDE), AS SHOWN IN THE FAMOUS MAP OF LONDON BY RALPH AGAS.

From "London," by Sir Laurence Gomme.

we find authoritative information concerning its Celtic and Roman origins. "The Survival of Things Ancient"; and "English Incomings" are quaintly described by Sir Laurence as an "overflowing" into the city. "the doings of the English in London at that period being vigorously unsuccessful." From the introduction of the "one dominant note of lordship and vassalage taking the place of state government on the imperial basis of Rome," the author carries his readers onward from the epoch-making day, in the year 898, when King Alfred entered London and recognised its strategical importance, through the centuries, dealing with the institution of the city, its power to frighten the Kings, the relations of city and state, the breaking away from the main principle of communal life and the entry of

deals comprehensively with many points of interest mentioned in the text; and there is a useful index.



AS IT WAS ABOUT 1300: LONDON WALL FROM BISHOPSCATE TO ALDGATE—IN RALPH AGAS' MAP.

From "London," by Sir Laurence Gomme.

Systems, Dock Management, Canals, etc., there is much matter relative to the Ownership and Registration of Ships, "Big Ships, Cheap Ships"—a point which he makes clear—and, despite the fate of the *Titanic*, he holds that probably a smaller vessel, less subdivided by bulkheads, would have gone down like a stone, instead of remaining afloat, after her impact, for some hours. The author writes with full knowledge of the condition of maritime trade and the vast interests which are bound up with ships and shipping. The volume is well illustrated, two spirited drawings of the interior of "Lloyd's" are given, and some valuable maps and charts. The book forms one of the Cambridge Naval and Military Series, and is primarily intended for officers of the two services, but it should interest a still wider public.



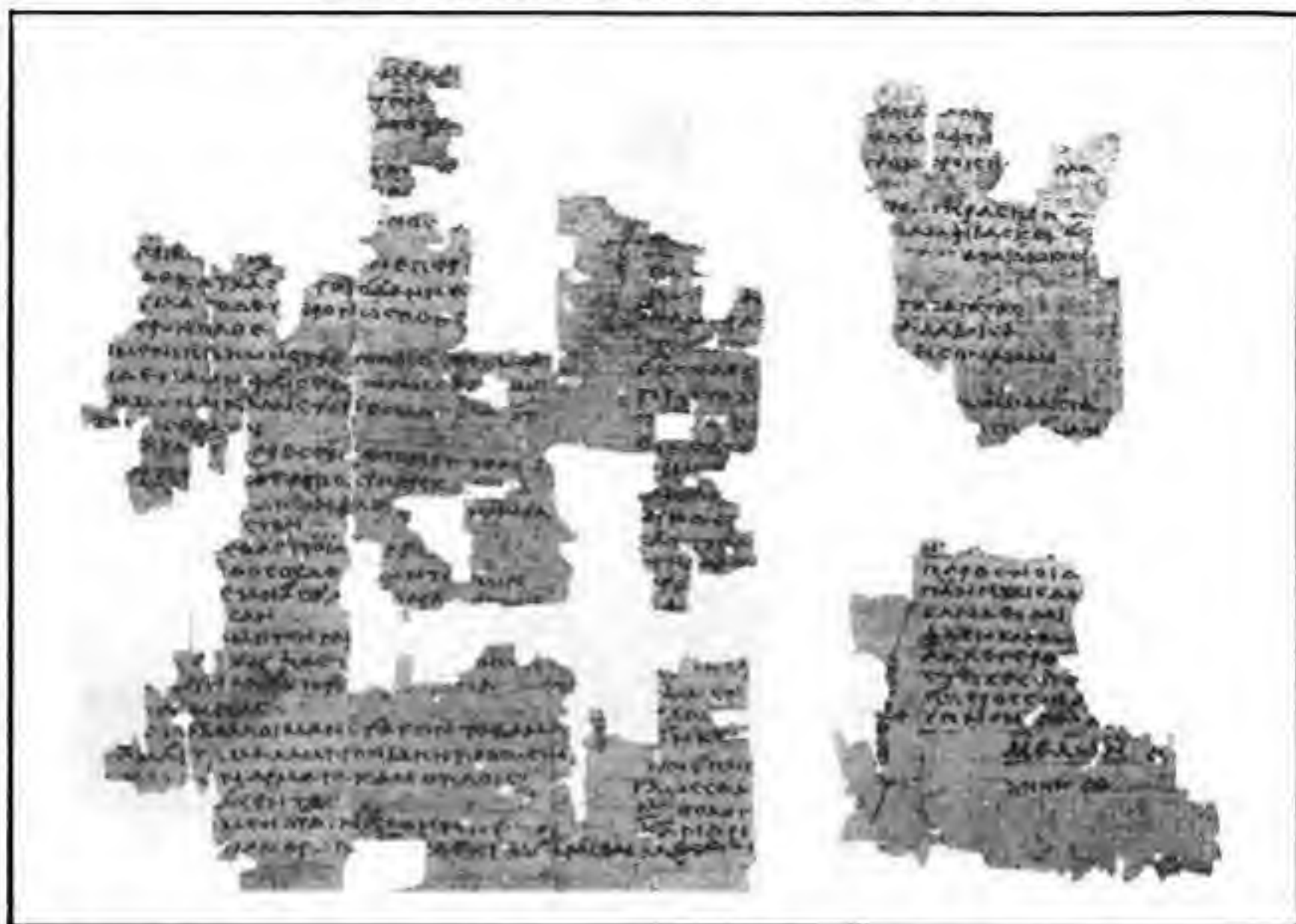
WHERE NOW IS THE VICTORIA EMBANKMENT: THE STRAND IN 1616—FROM NICOLAS JOHNSON'S VIEW OF LONDON.

"The palace of the nobility extended along the Strand from the city walls by Westminster, the last of them, Northumberland House at Charing Cross, having been destroyed... 1674." From "London," by Sir Laurence Gomme.



## NEW PAPYRI OF SAPPHO (600 B.C.): A GREAT FIND AT OXYRHYNCHUS.

PHOTOGRAPH BY COURTESY OF THE EGYPT EXPLORATION FUND. (THE "ANCIENT" NEWSPAPER IN THE TOP LEFT.)



WORK BY SAPPHO, THE FAMOUS GREEK LYRIC POETESS, WHO FLOURISHED ABOUT THE SEVENTH CENTURY B.C.: THREE OF THE FIFTY-SIX PIECES SURVIVING FROM THE ROLL WHICH CONTAINED BOOK I. OF THE ODES—DUG UP AT OXYRHYNCHUS.



SCENE OF THE DISCOVERY OF THE NEW PAPYRI OF SAPPHO: DIGGING FOR MANUSCRIPTS OF CLASSIC DAYS AT OXYRHYNCHUS.

A very remarkable find has been announced by the Directors of the Egypt Exploration Fund, Dr. B. P. Grenfell and Prof. A. S. Hunt, who have discovered at Oxyrhynchus a hitherto unknown work by Sappho, that famous Greek lyric poetess who flourished about 600 B.C., and has been called "The Tenth Muse." This treasure-trove consists of the remnants of two rolls of Sappho, which were unearthed with two of her contemporary and compatriot, Alcæus. Unfortunately, but naturally, the manuscripts are not well preserved. It is tantalising, indeed, to read on a fragment which gives

the title of one of the Sappho manuscripts: "Book I. of the Odes: 1320 Lines"; for of these lines (that is to say, 330 Sapphic stanzas), which we know now to have composed the first of Sappho's nine books, only some forty are complete, or complete enough for satisfactory restoration. The first illustration on this page shows three of the fifty-six pieces surviving from the roll which contained Book I. They are written in an informal hand of medium size, dating from the second century. Accents and other signs, and some marks of punctuation, have been inserted occasionally.



## A DERBY SENSATIONAL BEFORE IT IS RUN

ALL PHOTOGRAPHS, EXCEPT THAT OF SIR JOHN



COL. HALL WALKER'S CARRICKFEGUS



THE OWNER OF KENNYMORE, MR. ALEC TAYLOR



H.M. THE KING'S BRAKESPEAR



SIR JOHN TAYLOR

## MINUS THE TETRARCH: THE DERBY OF 1914—KENNYMORE AND OTHERS

The Derby of 1914 has already provided two sensations—days before it is run. The first was the scratching of that much-discussed favourite, The Tetrarch, often called the "Rocking Horse." This was announced on May 14 by the trainer, Mr. A. W. Perce, in the following message: "Having received information from my head man at Stockbridge after racing yesterday that The Tetrarch's leg had filled subsequent to his gallop on Tuesday, and having ascertained later more fully the extent of that injury, I wired to Captain McCalmont, who is out training with his regiment in Ireland, advising him to scratch the horse for the Derby, and I take



# N: THE GREATEST OF BRITISH TURF EVENTS.

THURSDAY, BY S. AND G.; SIR JOHN'S PORTRAIT BY KAY.



SIR JOHN'S KENNYMORE



SIR ABE BAILEY'S AMBASSADOR



THE OWNER OF KENNYMORE, SIR JOHN'S



MR. J.B. JOE'S BLACK JESTER

## ER IMPORTANT ENTRANTS: WITH KENNYMORE'S OWNER AND TRAINER.

the earliest opportunity of making this public." Thus came the news that a horse which has been described as "the most wonderful, the most phenomenal, two-year-old that ever stepped on to a race-course" had lost his chance of competing for the Blue Ribbon of the British Turf. The second sensation took the form of a rumour that something was wrong with Kennymore, which became favourite after the scratching of The Tetrarch. This was denied immediately by Mr. Alec Taylor, who wired: "All is well with Kennymore."



## SCIENCE AND NATURAL HISTORY



THE FLESH REMOVED BY HULLING AN THE OPERATIONS CUT IT AWAY FROM THE BONES. THE DISSECTION OF A PART OF THE BLUE WHALE.

See Photographs by Mr. C.

was believed that whales of one hundred feet in length were purely mythical creatures. But the "fisheries" of the Southern Seas have shown that the great blue-whale, known also as Sibbald's Rorqual, may considerably exceed this length, for specimens of as much as one hundred and five feet have been taken during the last year or two.



feet nine inches! Yet this whale measured no more than ninety-five feet, as against a possible one hundred and five feet.

The "paddle," or fore-leg of the whale to which this blade-bone belonged is among the trophies just secured by the Museum. It measured fourteen feet long. Since it is impossible to preserve such huge specimens entire, plaster moulds have been taken to preserve a record of the appearance both of the outside and of the skeleton as revealed by dissection. When the plaster cast of this has been made, I propose to give a photograph thereof in this column. But with the specimens just referred to came complete sets of the "baleen," or "whale-bone," of three species of whales.

During life this baleen forms a series of triangular, horny plates suspended from along each side of the upper jaw in place of teeth. The inner edge of each plate is frayed out into a series of hairs, and these, taken together, form a mat-like surface within the mouth, serving as a strainer for the food. These marine monsters support their amazing bulk on a diet formed solely of minute crustacea, which exist in such

abundance as to discolour the sea for miles. The whale, encountering such a shoal, opens its mouth, which is at once filled with a few thousand gallons of this teeming water. By raising its enormous tongue, which may weigh a ton or so, it forces the water through the interstices of the blades, leaving a mass of living jelly formed by these tiny bodies.

The "whale-bone" of the Rorquals is of no great commercial value, being short and lacking in elasticity; herein it differs from the highly prized "whale-bone" of the "Right-whales," which may attain a length of six feet, and is extremely supple.

W. P. PYCRAFT.

## SCIENCE JOTTINGS.

MONSTERS OF THE DEEP.

SOMEWHAT late in the day we are beginning to realise that the study of birds and beasts does not begin and end with the collection of their dead bodies for the sake of discovering new forms or "species." Without doubt, this is very necessary and useful work; but if we are ever to get any nearer to the solution of the problem of the "origin of species," we must strive to obtain some insight into the part which "the struggle for existence" has played in the making of these "species." This insight is only to be obtained by long and patient study of the living animal in its natural environment. In regard to hosts of animals this opportunity has gone for ever — too often, alas! because of man's greed in slaughtering for what he is pleased to call "economic" purposes. Unless controlled by legislation, this traffic in animal life almost invariably ends only with the extermination of the source of supply, which is scarcely "economic."

The whaling industry affords a case in point. The Greenland whale is all but, if not quite, extinct, and the whales of our Northern seas are fast disappearing. The realisation of this turned the attention of the whaling companies to the seas south of the Equator. At the Cape and at South Georgia an appalling massacre is taking place of these animals, which, if not checked, will wipe the larger whales from the seas of the whole world. Properly conserved, these animals would continue to benefit both the world of commerce and of science for generations yet to come.

This dreadful state of things is the more to be deplored because we know so little really of the life-history of these wonderful animals. Till recently, it



WITH A HUMAN BLADE-BONE, RESTING AGAINST A FORT-BALL. THIS IS THE BLADE-BONE OF THE BLUE WHALE.



WITH A HUMAN VERTEBRA, AND A FORT-BALL. THIS IS A VERTEBRA OF THE BLUE WHALE.

The British Museum of Natural History has lately received some remarkable specimens from these seas. The most impressive of all, perhaps, are the paddles of the hump-back whale. Scarcely, if at all, less



COMPARED WITH A MAN OF AVERAGE HEIGHT, THE BLADE-BONE OF THE BLUE WHALE, THE HIGHEST POINT OF WHICH IS SIX FEET EIGHT INCHES FROM THE GROUND.

impressive are parts of the skeleton of the blue-whale. The vertebra and the blade-bone shown in the adjoining illustrations will give some notion of their huge size. The longest border of the blade-bone measures six feet eight inches, and some idea of what this means may be gathered from the comparison of this with the blade-bone of a man, which measured along the same border is but six inches long. This bone will be seen resting on the top of its gigantic counterpart. A comparison between one of the vertebrae from the backbone of one of these giants and that from the backbone of a man is no less surprising. The greatest width of the latter is two and three-quarters of an inch, that of the whale five



AS REMOVED FROM THE MOUTH, THE BALEEN OF THE HUMP-BACK WHALE. THE HAIRY, MAT-LIKE, SURFACE UPWARDS.

These photographs of the baleens of the hump-back whale and the blue-whale give opportunity for an interesting comparison. In the first case, the baleen is shown as removed from the mouth, the hairy, mat-like, surface being upwards. In the second case there is shown a section cut through the middle of the row of plates to

(Continued opposite)



TO SHOW THE NATURE OF THE HAIRY INNER-EDGE OF THE TRIANGULAR PLATE. A SECTION OF THE BALEEN OF THE BLUE WHALE.

show the nature of the hairy inner-edge of the triangular plate. A series of small, strap-shaped plates are ranged along the innermost border of this hairy mat. "Baleen," it may be mentioned, by the way, is the name given by whale-fishers especially to whalebone in its natural state.



## DOMESTIC PEACE IN A DANGER-RIDDEN LAND: ROYAL HOME LIFE.

Photograph by Scheraga.



WIFE OF THE RULER OF ALBANIA, A STATE WHOSE CONDITION REMAINS MOST UNSATISFACTORY: QUEEN SOPHIE, IN THE GARDEN OF THE PALACE OF DURAZZO, WITH HER CHILDREN.

It cannot be said that the wife of the new ruler of Albania holds a position which many peace-loving people will envy her. Her anxieties must be many, the state of Albania being what it is: has it not been said recently that the condition of the country remains most unsatisfactory, and justifies a pessimistic forecast unless adequate

assistance comes speedily from without? The new Sovereign's wife, whose marriage took place on November 30, 1905, was known before that event as Sophie, Princess of Schönburg-Waldenburg. She was born on May 21, 1885. She has two children, Princess Maria Eleanora and Prince Carol Victor.







# AMATEUR GOLF CHAMPIONSHIP—A HISTORY-MAKING EVENT.

PHOTOGRAPH BY S. AND G.



32. RECORD FIGURES; THE COURSE OF THE ROYAL ST GEORGE'S CLUB, AT SANDWICH; FAMOUS GOLFERS ENTERED TO PLAY.

United States and other parts of the world. The course itself is of very considerable interest, for the sea was won over it, and upon that sea sailed the ships of Caesar. The Amateur Championship of this week was the sixth to be played upon it; the first was in 1892; the one before this year's in 1908.





CONTAINING A FAMOUS COLLECTION OF PALMS OF OVER TWO HUNDRED SPECIES: THE BOTANICAL GARDENS AT SINGAPORE.

Illustration by A. HUGH FISHER.

### VIGNETTES OF EMPIRE.—XXVIII: SINGAPORE. THE KEY OF THE GOLDEN CHERSONESE.

**M**ALAYA! Malaya!—where the traveller's leather trunks are covered with mould after two days in a hotel bedroom! Land of mysterious jungle, radiant, glittering beasts, and strange, luscious fruits! Land of the murderous kris and the sudden frenzy of "amok"—where vegetation riots in a perpetual summer, while the very rocks decay; where the sparse, shy, harmless aborigines still lurk in the depths of the forest, through the stagnant seclusion of ages is now fast being changed, by imported labour harnessed to the more potent magic of Western energy, into commercial progress and development; where countless generations have passed away and left not even temporary "rack" behind—land without monuments, without inscriptions, without records, and to-day the most important contributor to the earth's output of tin, the most successful territory for the cultivation of plantation rubber, with Singapore, its lion seaport, one of the richest trading centres of the world.

It was a December morning when I landed at the new deep-water harbour from the Messageries steamer that had brought me down from Hong Kong, but there is no winter at Singapore—there is very little change of season when you are within eighty miles of the Equator. Leaving the quays, I drive along a broad hard road with double tram-lines, a road which soon became bordered by three-storeyed buildings, red, blue, buff, and green, of which the painted wood and plaster were showing the disintegrating effect of the moist tropical climate.

It was not until I crossed a cream-painted suspension-bridge in the city itself, however, that I began to realise the brightness of Singapore, and also the amount of blue pigment used in the coloured plaster of many of the houses. I found my hotel at one corner of the Esplanade, and, after engaging as servant a young Javanese, I climbed to the top of the clock-tower to get a general view of the city

This tower surmounts what is called the Victoria Memorial Hall—which, by the way, enshines Sargent's fine painting of Sir Frank Swettenham. From my look-out I could see below me the whole of the rich and verdant sweep of grass called the Esplanade, which was reclaimed from the sea and planted about 1842 with a border of Angeria trees, now well established. At the near end was the Singapore Cricket Club ground, with its well-built pavilion, and in the centre a bronze statue by Woolner of Sir Stamford



RECLAIMED FROM THE SEA NEAR THE SPOT WHERE SIR STAMFORD RAFFLES HOISTED THE UNION JACK IN 1819: THE ESPLANADE AT SINGAPORE.

Raffles, the eminent statesman, administrator, and naturalist. It was, of course, through his persistent confidence in Great Britain's imperative necessity of securing some port south of Malacca and ensuring the passage through the Straits that the Dutch attempt to extend their supremacy over the whole Archipelago was frustrated by the occupation of Singapore island



BARELY ANTICIPATED: MALAY ACTORS—SHOWING THEIR MODE OF PAINTING THE FACE FOR SERIOUS (NOT COMIC) IMPERSONATIONS.

in 1819; and it was not far from the site of the Esplanade that he hoisted the Union Jack when first landing upon the island.

Looking south, I could see the post-office, the club, the ornate building of the Hong Kong and Shanghai Bank, and, in the distance, the Dutch island of Pulau Banten. To the west there was Blakang Mati Island, where the Royal Artillery are stationed, and, on the near side of the water, the richly wooded Mount Parana, with a foreground of the Singapore river crowded with the picturesque Chinese craft which busy themselves with unloading the large steamers out in the roadstead. The thunderous sounding of the bell drove me down from the windy height of the clock-tower, and I went off to the Botanical Gardens, which include a famous and probably unique collection of palms numbering over two hundred species. In the ground set apart for economic experiments, some of the Para rubber-trees are among the oldest in the East. Various systems of "tapping" are here in practice, and the one called "Chain Gamma" was invented in these gardens. Vanilla was being grown here, and Tuba (Derris Ellipta), the plant from which

a preparation is obtained which makes fish in a river so stupid that they can be easily speared.

The fine streets and squares of Singapore are filled all day with busy crowds of various nationalities. There are rarely many English to be seen in the streets, partly because their total number is comparatively small, and partly because, belonging almost entirely to the official and merchant class, they are busy at office or exchanging news in the club. Nowhere else, perhaps, is there such a heterogeneous population. An integral part of the daily life

of the settlement is played by the tall Sikh policeman who regulates traffic and keeps all men in order. He is clothed in khaki, and wears a blue-and-white turban, elegant leather boots, and khaki puttees.

The soft Malay tongue serves as the recognised medium of communication, and there are numerous Malay schools, as well as some especially for Chinese children, who form more than half of the inhabitants.

I heard at a Christmas school prize-giving a crowd of diminutive Chinese boys in paper soldiers' caps sing a song with the cheering refrain—

We are bonny little soldiers, and we try to do our best,  
We boys of the Cross Street corps;  
Should there ever be a riot, you may stay at home and rest,  
We'll take care of you and Singapore.

They belong to all classes, and their parents are of every avocation—shopkeepers, coolie labourers, artisans, merchants, bankers, and independent "gentlemen." The steady flow of immigration and the constant influx into the various States of the peninsula, now under British suzerainty, are rapidly turning this sunny, evergreen country into a land of Chinamen.

One of the industries entirely developed by Chinese is that of the growing and tinning of pineapples; and, after being taken over a factory where this work was proceeding on a large scale, I was invited by the owner to see his private house and garden, the one containing a series of rooms furnished with great taste, and the other a small paradise, with ponds of pink lotus and magnificent Victoria Regia.—A. HUGH FISHER.



THE MORE USUAL "HERRINGBONE" SYSTEM: COLLECTING THE LATEX FROM RUBBER-TREES IN A PLANTATION NEAR SINGAPORE.

It will be noted that the latex is drawn off in a cup, which is then emptied into the jug carried in the basket.



THE "CHAIN GAMMA" SYSTEM: TAPPING RUBBER-TREES BY A METHOD INVENTED AT THE ECONOMIC SECTION OF THE SINGAPORE BOTANICAL GARDENS.

"Chain gamma," of course, means a chain of gammas (the Greek letter equivalent to "g").



# IN THE EASTERN PORT WE OWE TO SIR STAMFORD RAFFLES: SINGAPORE.

DRAWINGS BY A. HUGH FISHER.



1. A MALAY "ROWLAND'S": A "SOCK"-SHOP OUTSIDE A NATIVE SCHOOL AT SINGAPORE.

2. ONE OF THE CURIOSITIES OF THE BOTANICAL GARDENS AT SINGAPORE: "BIRD'S-NEST" FERNS ON A *FICUS BENJAMINA*.

3. A CHINESE INDUSTRY AT SINGAPORE: CANNING PINEAPPLES.

As Mr. Hugh Fisher writes in his article opposite, "It was, of course, through his [Sir Stamford Raffles] persistent confidence in Great Britain's imperative necessity of securing some port south of Malacca, and ensuring the passage through the Straits, that the Dutch attempt to extend their supremacy over the whole Archipelago was frustrated by the occupation of Singapore Island in 1819; and it was not far from the site of the Esplanade that he hoisted the Union Jack when first landing upon the island." Sir

Stamford Raffles, the founder of Singapore, and its Lieutenant-Governor from 1811 to 1816, is buried in the parish church at Hendon, and a few days ago his vault there was rediscovered. He also founded the Zoological Society.—As regards our allusion to Rowland's, the Eton "sock"-shop, in connection with Illustration No. 1 above, we may quote from Mr. Ralph Nevill's 'Florent Etona': "The most popular sock-shops were then Harry Webber's (now Rowland's) and 'Little Brown's.'"



# THE GREATEST EVENT OF LADIES' GOLF: THE CHAMPIONSHIP.

PHOTOGRAPHY BY STUART AND GUNTER.



1. WITH THE CUP: MISS ELSIE GRANT-SUTTIE (SEMI-FINALIST); MISS MURIEL DODD (SEMI-FINALIST); MISS CECIL LEITCH (WINNER); AND MISS GLADYS RAVENSCROFT (RUNNER-UP).
2. WELL PLEASED WITH ONE ANOTHER: MISS CECIL LEITCH AND MISS GLADYS RAVENSCROFT ARM-IN-ARM AFTER THE FINAL.
3. DRIVING: MISS GLADYS RAVENSCROFT, THE RUNNER-UP.

The Ladies' Golf Championship was played at Hunstanton last week. Miss Cecil Leitch won, beating Miss Gladys Ravenscroft by two and one. The match was very close. Miss Leitch was left with a putt of about half a yard for the hole and the Championship. She was preparing to make a stroke when Miss Ravenscroft waved her hand gaily to her, smiled, and walked across the green to be the first to congratulate the new

4. DRIVING: MISS CECIL LEITCH, THE WINNER.
5. THE SEMI-FINALS: MISS GLADYS RAVENSCROFT AND MISS MURIEL DODD DURING THEIR MATCH.
6. THE WINNER OF THE LADIES' GOLF CHAMPIONSHIP, 1914: MISS CECIL LEITCH.
7. THE FINAL: MISS GLADYS RAVENSCROFT AND MISS CECIL LEITCH.

champion. Miss Leitch, one of the famous golfing sisters, began to play golf when she was nine, and has never had a lesson. She is twenty-three; and Miss Ravenscroft is twenty-six. In the semi-finals Miss Leitch beat Miss Elsie Grant-Suttie by one up; and Miss Ravenscroft beat Miss Muriel Dodd by one up. Miss Dodd was Lady Champion last year, Miss Ravenscroft in 1912, and Miss Grant-Suttie in 1910.







## ART NOTES.

ON the table at the top of the stairs at the Academy is a pile of pencils for those who come unsupplied. "Oh, we'll mark that," is heard round the corner of the first room, and probably every oil-painting from 1 to 864 is pencilled before the summer. It is the only compliment the visitor can pay: he must not clap, he cannot even allocate his shilling, but by ticking off the numbers in the catalogue he is relieved of the sense of obligation. It was the sense of obligation unrelieved that took me back to Burlington House the other day; I had not done the ticking thoroughly during that first visit when one seeks the half-a-dozen pictures of great merit and finds perhaps five, or a dozen. The sense of having received many small favours on the way remained. Here are the grateful pencilings.

In the first room Miss Amy Wolsley's "Hahnemann in the Engadine," and Mr. Jarman's "Then was the Golden Age" hang near Mr. Sargent's amazing "Sketchers." He sets the impossible standard, and they, I had almost said, live up to it. Another example is followed, and too closely, in Mr. Wollen's "The 28th (1st Gloucestershire) at Waterloo." In general arrangement and in details of expression and feature Lady Butler's famous picture has been Mr. Wollen's inspiration. Perhaps Lady Butler did her work too well, and left no scope for the imagination of another generation of battle-painters. In that case it would be as well if the exact incidents of her choice were left alone. Mr. Wollen's picture is an able one; and must be ticked off only on that account.

To the first picture in the second room (Mr. Percy Heard's delightfully fresh "Where the Woods Run Down to the Sea") the visitor owes more than he may realise. Its happy greens and gay blues cheer him on his way; he looks for other gaieties, and finds them. Mrs. Arnesley Brown's "The White Wall" and Mr. Graham Payne's "Tivoli" are close by; and though Mr. Gerald Moore's "Hawking" is abominably

skied, it lends a certain handsomeness to its wall. Miss Flora Reid's "Confidences" and Mr. Alfred Bentley's "La Cité Carcassonne" are small, but valuable.

The small pictures, which used to be more rigorously confined to the Postage-Stamp Room, are this year scattered up and down the galleries; and though this arrangement is unfair to artists of more ample enterprise, it makes

Wheatley's "La Femme Endormie" in the farthest of the South Rooms is the smallest and at the same time one of the most attractive pictures in the Academy: Miss Madeline McDonald's "Portrait of the Painter's Mother" has breadth and a fine range of reds; Mr. Daniel Duffy's "Mola e Chiesa della Salute, Venezia" and Miss Flora Lyon's "Day-Dreams" are other notable pictures in the same room—but notable with the important qualification that they are small.

In the Large Room the two empty frames increase the general look of emptiness. Beyond the one or two important pictures mentioned in a previous article there is little to discover, but in the next room the pencil can get to business. Mr. Will Ashton's "A Summer Day on the Seine," Mr. Ernest Procter's "Versailles," Miss Barbara Chamber's "The Dutch Garden at Kensington," Mr. Terrick Williams's "After Vespers," Mr. Herbert Royle's "Gathering Clouds," Mr. Frederick Elwell's "Slumber," Miss Amy Browning's "Bath Time," Mr. Henry Lintott's "Mado Crepuscolare," Mr. Paul Paul's "Sand Dunes," and Mr. Hughes-Stanton's "Noon" are all notable. Mr. Verpilleux's "The Wind on the Top of the Hill" in Gallery IX, calls for at least two stars, or, failing those, a page turned down.—E. M.



TWO KINGS AT THE OPENING OF THE NAVAL AND MILITARY TOURNAMENT: THE ROYAL PARTY AT OLYMPIA.

The King and Queen, accompanied by the King and Queen of Denmark, were present at the opening of the Royal Naval and Military Tournament at Olympia on the 14th. Among those in attendance on their Majesties were Countess Fortescue and the Hon. Sybil Cadogan. The entrance route when the royal party appeared, and the King and King Christian stood while the National Anthem was played. On the extreme left in the photograph may be seen Princess Mary and Prince Louis of Battenberg. Further to the right are the Queen, the King of Denmark, and the King. (Photograph by C.N.)

for pleasantness. The general rule is that only the greatly accomplished painter is master of a large canvas. The pencilling of the obscure names means in nearly every case the pencilling of small pictures. Thus Mrs. Grace

and the large number of flags given are excellently reproduced in colour. A special feature is the list of yachts built in the international rating classes. The book is indispensable for reference to all who are interested in yachting.

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## THE PLAYHOUSES.

## "AN IDEAL HUSBAND," AT THE ST. JAMES'S.

SCRIBE and Sardou at second-hand—that is only too obvious an impression left by the revival of "An Ideal Husband," and with that, but much less evident, Oscar Wilde's trick of epigram, knowledge of fashionable life, grasp of its compromises, its subtleties, its cynicism. He showed his wit, his style, his *faux* even here, this favourite of the 'nineties; he showed also his inveterate habit of borrowing, and he put himself under debt to the least progressive of dramatic forces. Oh, the tediousness

## "THE MARRIAGE MARKET," AT DALYS.

On the 16th "The Marriage Market" celebrated its anniversary. Amid scenes of the greatest enthusiasm. Never have Mr. G. P. Huntley and Mr. W. H. Berry in their very different ways been so bristling of fun. Never have that happily matched pair, Miss Sari Petrows and Mr. Michaelis, warbled love-songs more melodiously. Never has Miss Gertrude Miller, now provided with a new chansonette, been in sprightlier vein, or Miss Unity More danced so neatly, or Mr. Harry Dearth been in such good voice. Mr. Edwards has every reason to be proud of his production and his company.

## "BREAK THE WALLS DOWN," AT THE SAVOY.

It is an accident, perhaps, and one probably unknown to the telephone players the largest part of "Break the Walls Down," the new drama of a new author, Mr. Alexander Gross, who under Miss Mudge McIntosh's direction

## "THE BLUE MOUSE," AT THE CRITERION.

Not since the old Vaudeville days have we had such a rough-and-tumble farce in town as the adaptation from the German of Mr. Roy Horniman's preparing, which Sir Charles Wyndham and Miss Mary Moore have put up at the Criterion under the title of "The Blue Mouse." Such sudden incursions and exits of characters are there, such dashes through doors and dives behind curtains and under rugs, such endeavours to escape from "my wife," or "my father-in-law," or "my chief," that playgoers who like their fun of this break-neck and, if the word may be allowed, "perishing" sort, must be hard to please if they do not enjoy the mad chase after the dancing-girl who gives the play its name, and relish the muddle which arises from the hero's pursuing her all his wife when he is already happily married. As for the plot, such of it as there is apart from hostile and ludicrous turns on the improvisations of Sir Henry Lewis, an elderly City director, who has a weakness for having stage to his junior officials' rooms were. To combat this tendency George Barker engaged Kitty Vernon, otherwise the "blue mouse," to pose as his wife, respond to the old man's overtures, and wheedle out of him the appointment of manager. Mr. Eric Lewis, though worthy of a better fate, is delighted to be the amorous old Sir Henry; Miss Mudge McIntosh is gay and witty in the title rôle; Mr. Percy Hutchinson



MAKING HER EAST PORT: THE "MAJESTIC," ONCE THE LARGEST TRANSCATLANTIC LINER, ENTERING THE DOCK-REARDOCK YARD AT MIDHURST.

The "Majestic" was at one time the largest vessel crossing the Atlantic, and she formerly held the record for the fastest trip, which she accomplished in 1901. She made her last voyage recently from Southampton to Liverpool. It will be in service as the photograph shows her entering the dock-rear dock.

of the plot of the old Haymarket play—of making myself forget the medium and the identity of so much of the dialogue! Oh, the copying of the tricks of "Diplomacy," and so many samples of the well-made piece! And this when there and there it only tentatively, with nothing at a better way. How can the players of today put life into his hand-drawn types? They do their best. Sir George Alexander works hard to put feeling as well as humour into the speeches of the rascals which left formerly to Mr. Hawtrey. Mr. Alfred Bishop and Miss Henrietta Watson both strike happily the manner of the old school as representatives of that school. Mr. Arthur Wontner's restraint and distinction are of the greatest service in the title rôle; Miss Hilda Moore's adventures might have walked out of Sardou's drama; and if Miss Phyllis Nelson-Terry's heroine has more picturesqueness than sincerity, the author must bear part of the responsibility. But really the play as a whole is *venue* *jeu*.

has just made her debut at the Savoy, and proves herself a propagandist of her own. The telephone was used accordingly for much in the play. Mrs. Gross has not sufficient knowledge of stage technique as yet to get her ideas effectively across the footlights; she will do better. Meanwhile, Miss McIntosh, whose supporters include Mr. W. G. Fay, Mr. Charles Rock, and Mr. McKenna, must content herself with having given a start to a playwright who at some future date may justify her confidence.



THE LARGEST BRITISH LINER OF TO-DAY MAKES HER FIRST TRIP: THE NEW GIANT CUNARD, "AQUITANIA," IN THE CLYDE.

The "Aquitania" made her first trip the other day when she was towed down the Clyde from the yard of her builders, Messrs. John Brown and Co., to the Tail of the Bank off Greenock. The trip was made on a Sunday in order not to interfere with other shipping, and a crowd of some 100,000 people watched the vessel's progress. Subsequently she "Aquitania" left for Liverpool. She is 325 feet long and is of 35,000 gross tonnage.

revels in a part which would have suited his uncle when "Pick Damocles" filled the Criterion; and other members of a long cast romp and race about with infectious energy.

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# WHO SAID DEWAR'S!





## LADIES' PAGE.

THE suggestion of the Majority Report of the Civil Service Commission that women should not be allowed to continue in employment after their marriage is dissented from by no fewer than eight of the sixteen members, in so far as they add that "there are many cases in which the enforcement of this rule would act to the public disadvantage." The death of that charming woman and beautiful singer, Lillian Nordica, affords a strong illustration of the truth of this dictum. She was removed from the stage on her first marriage, by her husband; as we know, it is quite generally considered to be a legitimate and even praiseworthy demand for a man to make on the woman who loves him, that she shall give up her own career and the exercise of her talents; however grand, for his individual concerns. Mme. Nordica's first husband was a very wealthy man, Mr. Gower, one of the first inventors of the telephone. Her home as his wife was in a beautiful flat in Paris, where she was surrounded by every luxury and all the amusement that wealth can supply; but she told me that there was never a night during that period, when she believed that she had left the stage for ever, that she did not keenly regret it, as the hour arrived at which she would have been deciding to go on the stage to enchant listening thousands with her glorious and highly cultivated voice. This marriage ended in a strange tragedy, which returned the singer to her art, but left her life unhappily hampered. Mr. Gower was experimenting with an invention for steering balloons, with this he started across the Channel and neither he nor the balloon was ever sighted again. For years, therefore, Mme. Nordica did not know with absolute certainty that she was a widow, and free to marry again. Eventually, she did marry, twice. She was as sweet in her disposition as she was charming in manner.

There is another matter referred to in the Report of the Civil Service Commission which is interesting. The Majority Report asserts, but, strangely enough, with a dissenting opinion, recorded later, by a majority of the majority, that "the evidence shows that in power of sustained work, continuity of service, and adaptability to varying service conditions, the advantage lies with men." The dissent from this sweeping conclusion that is recorded by nine out of the sixteen signatories, embodies a point that I have often urged. They say: "We believe that efficiency in labour depends in part upon the food, housing, recreation, etc., made possible by the salary paid. For this reason we think that no fair inference can be drawn as to the efficiency of the two sexes from a comparison between the work of the existing women clerks and male clerks enjoying much larger salaries." Very important evidence on the point of the tendency of women workers to make shift with inadequate food, and the consequent inefficiency of their service, and thence the excuse for paying them low wages—the vicious circle in which the ordinary woman wage-earner revolved—was given by the



A Dainty Spring Frock.

One of our contributors of American origin is a draped frock of blue flower-patterned bloom, with black satin belt. The gloves are of blue rayon, with white palms shaded from blue to white.

Deputy Chief Cashier of the Bank of England. He said that when the Bank began to employ women, a large proportion of nervous breakdowns occurred; and the medical specialists consulted by the Bank stated that "the women did not take sufficient nourishment." The Bank thereupon determined to provide a sufficient free lunch, "and we have had much less sickness since." Here is a lesson for the thousands of working girls who lunch on a roll and a cup of coffee! The inadequate wages paid many women, however, practically compel them to this unwise economy; and in the parsimony of pay that thus injures the working power of women, the State is in many of its departments the worst of all employers.

Proper nourishment is now well understood to be of the very greatest importance in the rearing of children. It is a melancholy fact that less than three-quarters of the infants born in this country reach their fifth birthday; and while a good many of these premature deaths are due to disease or constitutional weakness, a very large proportion are caused by mal-nutrition. Every young mother should make it her first duty, therefore, to study the question of feeding her babies; and a valuable little manual for this purpose is one entitled "The Care of Infants," published by the Proprietors of Mellin's Food, so well known as an excellent diet both for children and delicate adults. The book is priced at two shillings, but any reader mentioning this journal can obtain a copy absolutely free by post, by addressing a request for it to "Mellin's Food, Marlborough Works, London, S.E." This is one of the best of foods, and there is a long list of radiantly beautiful babies in the kingdom brought up on it, or weaned with its aid. The booklet is full of wise hints and information.

As the warm weather comes on, the necessity of a tonic and emollient for the skin is realized. A great favourite with ladies, soothing and cooling when it is applied, and beneficial to the epidermis which it tones up and clears of all blemishes, is the well-known preparation of Mearns, Dr. Williams, "Lait Larola." Residents in hot climates use great quantities of this well-known preparation, the export to India and the Colonies being very large, a fact which speaks for itself. Other preparations bearing the hall-mark of the same reliable house are Larola toilet soap, Rose-bloom, and face powder, while some women prefer the complexion-liquid powder, "Larola Lily Bloom," which is particularly nice to use for the neck and arms, as it cannot rub off.

An item that has not greatly burdened our dress budgets for some seasons past is once more to be counted as a serious feature: to wit, long evening gloves. The absence of sleeves involves the necessity for a glove that goes well above the elbow, at least, it need not do so, but Fashion ordains that the arm shall now be as far covered. Moreover, the gloves are being worn rather wrinkled on the arm, which makes their necessary length yet greater.

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## WHITSUNTIDE RAILWAY ARRANGEMENTS.

FOR the summer holidays the London and South Western Railway Company announce the usual fast excursions every week for varying periods from Waterloo to North Cornwall, North Devon, Dartmoor, East Devon, Dorset, the Isle of Wight, Bournemouth, Boscombe, the New Forest, Lee-on-the-Solent, and Southsea, including additional facilities in connection with the Whitsuntide Holiday. On the few days preceding the holiday, the principal corridor restaurant-car expresses from Waterloo for the Isle of Wight, South and West of England will be duplicated. Special facilities are afforded for spending an early holiday on the Continent. The cross-Channel boats from Southampton to Havre, Cherbourg, St. Malo, and the Channel Islands are of the latest geared turbine type, ensuring every comfort en route. Programmes giving full particulars, together with illustrated guide, "Hints for Holidays," can be obtained free from the Superintendent of the Line, Waterloo Station, S.E.

For spending Whitsuntide on the Continent the Great Eastern Railway Company's Hook of Holland route offers exceptional facilities. Passengers leaving London in the evening arrive at Amsterdam, the Hague, etc., the following morning. From the Hook of Holland through carriages and restaurant-cars run in the North and South German express trains to Bremen, Hamburg, Berlin, Dresden, Cologne, and Wiesbaden. Special tickets at reduced fares will be issued by the Harwich-Antwerp route for Brussels. Tickets dated in advance can be obtained at the Liverpool Street Station Continental Enquiry or Booking Office. The Danish Royal Mail steamers of the Forenede Line of Copenhagen will leave Harwich for Esbjerg (west coast of Denmark) on Friday, May 29, and Saturday, May 30. The Swedish Royal Mail steamer of the Thule Line of Gothenburg will leave Harwich for Gothenburg on Saturday, May 30. The General Steam Navigation Company's steamers will leave Harwich for Hamburg on Wednesday, May 27, and Saturday, May 30.

Their programme of excursions for the Whitsuntide Holidays has now been issued by the Great Western Railway, and bookings are advertised for short or long periods, to hundreds of holiday resorts, towns and villages served by their system. During the holidays excursions will be run to places in England and Wales, Ireland, the Channel Isles, and the Isle of Man. Attention may be directed to a special restaurant-car express excursion to the holiday resorts in Devon and Cornwall, including Torquay, Paignton, Looe, Newquay, Falmouth, Helston (for the Lizard), St. Ives, and Penzance, giving bookings for five, eight, eleven, and fifteen days.

Full particulars of Whitsuntide and weekly excursions during May and June are obtainable at G.W.R. stations or offices.

It has been found by the South Eastern and Chatham Railway that the cheap tickets to the Continent which are issued during Whitsuntide have proved in former years a great attraction to those who desire a short holiday in France, Belgium, and Holland, and doubtless during this year's holiday a still larger number will avail themselves of the special cheap facilities. Full details of Whitsuntide tours on the Continent will be found in the Continental Holiday Programme, to be obtained at Charing

holiday programme and bills, to be obtained at any of the Company's agencies or stations.

For those intending to devote the Whitsuntide Holidays to a visit to the sea, the East Coast affords a choice of twenty resorts. Amongst the many holiday facilities which are offered by the Great Eastern may be mentioned cheap excursions on Saturday to the principal towns in the Eastern Counties, Lincolnshire, Lancashire, Yorkshire, and the North East Coast. Programmes, full information, and tickets can be obtained at any of the Company's various City, West End, and other London offices, and any inquiry will be answered, and guides and programmes sent gratuitously, upon application to the Superintendent of the Line, Liverpool Street Station, London, E.C.

Owing to the "Earlier Holiday" movement, special importance attaches to Whitsuntide this year, as, falling somewhat later than usual, it gives exceptional opportunities for cheap travel to those who may decide to take their annual holiday before the year begins to wane. The best country districts and northern seaside resorts are included in the long list of places to which the Midland will issue cheap tickets at Whitsuntide. At any Midland station or office, or any of Messrs. Thomas Cook and Son's offices, may be had the full Whitsuntide programme.

In the Whitsuntide programme issued by the Brighton Company and sent post free on application to the Superintendent of the Line, L.B. and S.C.R., London Bridge, will be found that complete train and ticket arrangements are made to suit all sections of the public. As regards their Continental arrangements, the Newhaven and Dieppe route is becoming more popular every year, owing more particularly to the greatly accelerated services via Pontoise. Full particulars can be obtained from the Continental Traffic Manager, Brighton Railway, Victoria Station. The Brighton Company announce that at their West End Offices, 28, Regent Street, Piccadilly, the special cheap and ordinary tickets can be obtained at the same fares as charged at London Bridge and Victoria.



ALL THE REFINEMENTS OF MODERN CATERING FOR TRAVELLERS ON THE L. AND S.W.R.: THE NEW TEA ROOM AND BUFFET AT BUSTON.

Travellers by the London and North Western will appreciate the comfort and refinement of the new Tea-Room and Buffet recently opened by the Company, to "supply a long-felt want," as they put it, at Busto. The walls are appropriately adorned with fine views of scenery on the line, including Edinburgh Castle and other historic places.

Photograph by Hall, Austin and Co.

Cross and Victoria (S.E. and C.R.) Inquiry Offices. For those who prefer this side of the Channel, and wish to spend Whitsuntide in the "Garden of England," an accelerated service of trains has been arranged. Full particulars of the Home excursions are given in the

Connoisseurs of antique silver should not miss the remarkably interesting loan collection of early English and other plate at the premises of Messrs. Garrard, the Crown Jewellers, at 24, Abchurch Lane, W. The exhibits range in date from the time of Henry VIII. to the middle of the eighteenth century. Among many rare pieces of the Tudor time may be mentioned a small mirror of the full-rounded form characteristic of the period of Henry VIII., and believed to have personal associations with that King. A Monteth of the time of William and Mary, dated 1694, bears the inscription: "Presented to the author of 'Vanity Fair' and 'Penny-dennis' by the Publishers."

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2 x 120 1/2, 484/-; 2 x 121, 486/-; 2 x 121 1/2, 488/-; 2 x 122, 490/-; 2 x 122 1/2, 492/-; 2 x 123, 494/-; 2 x 123 1/2, 496/-; 2 x 124, 498/-; 2 x 124 1/2, 500/-; 2 x 125, 502/-; 2 x 125 1/2, 504/-; 2 x 126, 506/-; 2 x 126 1/2, 508/-; 2 x 127, 510/-; 2 x 127 1/2, 512/-; 2 x 128, 514/-; 2 x 128 1/2, 516/-; 2 x 129, 518/-; 2 x 129 1/2, 520/-; 2 x 130, 522/-; 2 x 130 1/2, 524/-; 2 x 131, 526/-; 2 x 131 1/2, 528/-; 2 x 132, 530/-; 2 x 132 1/2, 532/-; 2 x 133, 534/-; 2 x 133 1/2, 536/-; 2 x 134, 538/-; 2 x 134 1/2, 540/-; 2 x 135, 542/-; 2 x 135 1/2, 544/-; 2 x 136, 546/-; 2 x 136 1/2, 548/-; 2 x 137, 550/-; 2 x 137 1/2, 552/-; 2 x 138, 554/-; 2 x 138 1/2, 556/-; 2 x 139, 558/-; 2 x 139 1/2, 560/-; 2 x 140, 562/-; 2 x 140 1/2, 564/-; 2 x 141, 566/-; 2 x 141 1/2, 568/-; 2 x 142, 570/-; 2 x 142 1/2, 572/-; 2 x 143, 574/-; 2 x 143 1/2, 576/-; 2 x 144, 578/-; 2 x 144 1/2, 580/-; 2 x 145, 582/-; 2 x 145 1/2, 584/-; 2 x 146, 586/-; 2 x 146 1/2, 588/-; 2 x 147, 590/-; 2 x 147 1/2, 592/-; 2 x 148, 594/-; 2 x 148 1/2, 596/-; 2 x 149, 598/-; 2 x 149 1/2, 600/-; 2 x 150, 602/-; 2 x 150 1/2, 604/-; 2 x 151, 606/-; 2 x 151 1/2, 608/-; 2 x 152, 610/-; 2 x 152 1/2, 612/-; 2 x 153, 614/-; 2 x 153 1/2, 616/-; 2 x 154, 618/-; 2 x 154 1/2, 620/-; 2 x 155, 622/-; 2 x 155 1/2, 624/-; 2 x 156, 626/-; 2 x 156 1/2, 628/-; 2 x 157, 630/-; 2 x 157 1/2, 632/-; 2 x 158, 634/-; 2 x 158 1/2, 636/-; 2 x 159, 638/-; 2 x 159 1/2, 640/-; 2 x 160, 642/-; 2 x 160 1/2, 644/-; 2 x 161, 646/-; 2 x 161 1/2, 648/-; 2 x 162, 650/-; 2 x 162 1/2, 652/-; 2 x 163, 654/-; 2 x 163 1/2, 656/-; 2 x 164, 658/-; 2 x 164 1/2, 660/-; 2 x 165, 662/-; 2 x 165 1/2, 664/-; 2 x 166, 666/-; 2 x 166 1/2, 668/-; 2 x 167, 670/-; 2 x 167 1/2, 672/-; 2 x 168, 674/-; 2 x 168 1/2, 676/-; 2 x 169, 678/-; 2 x 169 1/2, 680/-; 2 x 170, 682/-; 2 x 170 1/2, 684/-; 2 x 171, 686/-; 2 x 171 1/2, 688/-; 2 x 172, 690/-; 2 x 172 1/2, 692/-; 2 x 173, 694/-; 2 x 173 1/2, 696/-; 2 x 174, 698/-; 2 x 174 1/2, 700/-; 2 x 175, 702/-; 2 x 175 1/2, 704/-; 2 x 176, 706/-; 2 x 176 1/2, 708/-; 2 x 177, 710/-; 2 x 177 1/2, 712/-; 2 x 178, 714/-; 2 x 178 1/2, 716/-; 2 x 179, 718/-; 2 x 179 1/2, 720/-; 2 x 180, 722/-; 2 x 180 1/2, 724/-; 2 x 181, 726/-; 2 x 181 1/2, 728/-; 2 x 182, 730/-; 2 x 182 1/2, 732/-; 2 x 183, 734/-; 2 x 183 1/2, 736/-; 2 x 184, 738/-; 2 x 184 1/2, 740/-; 2 x 185, 742/-; 2 x 185 1/2, 744/-; 2 x 186, 746/-; 2 x 186 1/2, 748/-; 2 x 187, 750/-; 2 x 187 1/2, 752/-; 2 x 188, 754/-; 2 x 188 1/2, 756/-; 2 x 189, 758/-; 2 x 189 1/2, 760/-; 2 x 190, 762/-; 2 x 190 1/2, 764/-; 2 x 191, 766/-; 2 x 191 1/2, 768/-; 2 x 192, 770/-; 2 x 192 1/2, 772/-; 2 x 193, 774/-; 2 x 193 1/2, 776/-; 2 x 194, 778/-; 2 x 194 1/2, 780/-; 2 x 195, 782/-; 2 x 195 1/2, 784/-; 2 x 196, 786/-; 2 x 196 1/2, 788/-; 2 x 197, 790/-; 2 x 197 1/2, 792/-; 2 x 198, 794/-; 2 x 198 1/2, 796/-; 2 x 199, 798/-; 2 x 199 1/2, 800/-; 2 x 200, 802/-; 2 x 200 1/2, 804/-; 2 x 201, 806/-; 2 x 201 1/2, 808/-; 2 x 202, 810/-; 2 x 202 1/2, 812/-; 2 x 203, 814/-; 2 x 203 1/2, 816/-; 2 x 204, 818/-; 2 x 204 1/2, 820/-; 2 x 205, 822/-; 2 x 205 1/2, 824/-; 2 x 206, 826/-; 2 x 206 1/2, 828/-; 2 x 207, 830/-; 2 x 207 1/2, 832/-; 2 x 208, 834/-; 2 x 208 1/2, 836/-; 2 x 209, 838/-; 2 x 209 1/2, 840/-; 2 x 210, 842/-; 2 x 210 1/2, 844/-; 2 x 211, 846/-; 2 x 211 1/2, 848/-; 2 x 212, 850/-; 2 x 212 1/2, 852/-; 2 x 213, 854/-; 2 x 213 1/2, 856/-; 2 x 214, 858/-; 2 x 214 1/2, 860/-; 2 x 215, 862/-; 2 x 215 1/2, 864/-; 2 x 216, 866/-; 2 x 216 1/2, 868/-; 2 x 217, 870/-; 2 x 217 1/2, 872/-; 2 x 218, 874/-; 2 x 218 1/2, 876/-; 2 x 219, 878/-; 2 x 219 1/2, 880/-; 2 x 220, 882/-; 2 x 220 1/2, 884/-; 2 x 221, 886/-; 2 x 221 1/2, 888/-; 2 x 222, 890/-; 2 x 222 1/2, 892/-; 2 x 223, 894/-; 2 x 223 1/2, 896/-; 2 x 224, 898/-; 2 x 224 1/2, 900/-; 2 x 225, 902/-; 2 x 225 1/2, 904/-; 2 x 226, 906/-; 2 x 226 1/2, 908/-; 2 x 227, 910/-; 2 x 227 1/2, 912/-; 2 x 228, 914/-; 2 x 228 1/2, 916/-; 2 x 229, 918/-; 2 x 229 1/2, 920/-; 2 x 230, 922/-; 2 x 230 1/2, 924/-; 2 x 231, 926/-; 2 x 231 1/2, 928/-; 2 x 232, 930/-; 2 x 232 1/2, 932/-; 2 x 233, 934/-; 2 x 233 1/2, 936/-; 2 x 234, 938/-; 2 x 234 1/2, 940/-; 2 x 235, 942/-; 2 x 235 1/2, 944/-; 2 x 236, 946/-; 2 x 236 1/2, 948/-; 2 x 237, 950/-; 2 x 237 1/2, 952/-; 2 x 238, 954/-; 2 x 238 1/2, 956/-; 2 x 239, 958/-; 2 x 239 1/2, 960/-; 2 x 240, 962/-; 2 x 240 1/2, 964/-; 2 x 241, 966/-; 2 x 241 1/2, 968/-; 2 x 242, 970/-; 2 x 242 1/2, 972/-; 2 x 243, 974/-; 2 x 243 1/2, 976/-; 2 x 244, 978/-; 2 x 244 1/2, 980/-; 2 x 245, 982/-; 2 x 245 1/2, 984/-; 2 x 246, 986/-; 2 x 246 1/2, 988/-; 2 x 247, 990/-; 2 x 247 1/2, 992/-; 2 x 248, 994/-; 2 x 248 1/2, 996/-; 2 x 249, 998/-; 2 x 249 1/2, 1000/-; 2 x 250, 1002/-; 2 x 250 1/2, 1004/-; 2 x 251, 1006/-; 2 x 251 1/2, 1008/-; 2 x 252, 1010/-; 2 x 252 1/2, 1012/-; 2 x 253, 1014/-; 2 x 253 1/2, 1016/-; 2 x 254, 1018/-; 2 x 254 1/2, 1020/-; 2 x 255, 1022/-; 2 x 255 1/2, 1024/-; 2 x 256, 1026/-; 2 x 256 1/2, 1028/-; 2 x 257, 1030/-; 2 x 257 1/2, 1032/-; 2 x 258, 1034/-; 2 x 258 1/2, 1036/-; 2 x 259, 1038/-; 2 x 259 1/2, 1040/-; 2 x 260, 1042/-; 2 x 260 1/2, 1044/-; 2 x 261, 1046/-; 2 x 261 1/2, 1048/-; 2 x 262, 1050/-; 2 x 262 1/2, 1052/-; 2 x 263, 1054/-; 2 x 263 1/2, 1056/-; 2 x 264, 1058/-; 2 x 264 1/2, 1060/-; 2 x 265, 1062/-; 2 x 265 1/2, 1064/-; 2 x 266, 1066/-; 2 x 266 1/2, 1068/-; 2 x 267, 1070/-; 2 x 267 1/2, 1072/-; 2 x 268, 1074/-; 2 x 268 1/2, 1076/-; 2 x 269, 1078/-; 2 x 269 1/2, 1080/-; 2 x 270, 1082/-; 2 x 270 1/2, 1084/-; 2 x 271, 1086/-; 2 x 271 1/2, 1088/-; 2 x 272, 1090/-; 2 x 272 1/2, 1092/-; 2 x 273, 1094/-; 2 x 273 1/2, 1096/-; 2 x 274, 1098/-; 2 x 274 1/2, 1100/-; 2 x 275, 1102/-; 2 x 275 1/2, 1104/-; 2 x 276, 1106/-; 2 x 276 1/2, 1108/-; 2 x 277, 1110/-; 2 x 277 1/2, 1112/-; 2 x 278, 1114/-; 2 x 278 1/2, 1116/-; 2 x 279, 1118/-; 2 x 279 1/2, 1120/-; 2 x 280, 1122/-; 2 x 280 1/2, 1124/-; 2 x 281, 1126/-; 2 x 281 1/2, 1128/-; 2 x 282, 1130/-; 2 x 282 1/2, 1132/-; 2 x 283, 1134/-; 2 x 283 1/2, 1136/-; 2 x 284, 1138/-; 2 x 284 1/2, 1140/-; 2 x 285, 1142/-; 2 x 285 1/2, 1144/-; 2 x 286, 1146/-; 2 x 286 1/2, 1148/-; 2 x 287, 1150/-; 2 x 287 1/2, 1152/-; 2 x 288, 1154/-; 2 x 288 1/2, 1156/-; 2 x 289, 1158/-; 2 x 289 1/2, 1160/-; 2 x 290, 1162/-; 2 x 290 1/2, 1164/-; 2 x 291, 1166/-; 2 x 291 1/2, 1168/-; 2 x 292, 1170/-; 2 x 292 1/2, 1172/-; 2 x 293, 1174/-; 2 x 293 1/2, 1176/-; 2 x 294, 1178/-; 2 x 294 1/2, 1180/-; 2 x 295, 1182/-; 2 x 295 1/2, 1184/-; 2 x 296, 1186/-; 2 x 296 1/2, 1188/-; 2 x 297, 1190/-; 2 x 297 1/2, 1192/-; 2 x 298, 1194/-; 2 x 298 1/2, 1196/-; 2 x 299, 1198/-; 2 x 299 1/2, 1200/-; 2 x 300, 1202/-; 2 x 300 1/2, 1204/-; 2 x 301, 1206/-; 2 x 301 1/2, 1



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FROM ST. PANCRAS.

| May 28       | Belmont and North of Ireland                                                                           | 16 days                  |
|--------------|--------------------------------------------------------------------------------------------------------|--------------------------|
| " 29         | Dublin, and South of Ireland                                                                           | "                        |
| " 30         | All Parts of Scotland                                                                                  | 3, 7 or 16 days          |
| " 31         | The Provinces, North of England, &c.                                                                   | 3, 4, or 8 days          |
| " 31 (night) | Leicester, Nottingham, Lancs, and Yorks Towns                                                          | 3, 4, or 8 days          |
| " 31 (night) | Do.                                                                                                    | 2, 3, or 7 days          |
| " 31         | Peak of Derbyshire, Isle of Man, Yorkshire Spas, English Lakes, Blackpool, Liverpool, Southampton, &c. | 3, 5, 10, 15, or 17 days |
| " 31         | Leicester, Nottingham, Loughborough, Sheffield                                                         | 1, 2, 3, or 4 days       |
| " 1          | Matlock, Buxley, Bakewell, (Restaurant-Car)                                                            | 1 day                    |
| " 1          | (Connecting drive to Haddon Hall, Chatsworth, &c.)                                                     | "                        |
| " 1          | Birmingham, Bedford, Kettering                                                                         | 1 day, &c.               |
| " 2, 3, 4, 5 | Manchester (Roses)                                                                                     | 2 days, &c.              |

**WEEK-END TICKETS**

Issued Friday and Saturday, returning up to following Wednesday, except days of issue.

**PROGRAMMES NOW READY.**

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Available to return following Sunday, after 10 a.m., Monday, or Tuesday.

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From LONDON (Waterloo) every week for varying periods.



ALSO SPECIAL WHITSUN FACILITIES to the PRINCIPAL RESORTS in  
**DEVON, CORNWALL, THE SUNNY SOUTH, &c.**

|                |           |               |          |
|----------------|-----------|---------------|----------|
| North Cornwall | from 25/- | Isle of Wight | from 5/6 |
| North Devon    | — 25/-    | Bournemouth   | 11/-     |
| Dartmoor       | — 25/-    | New Forest    | 4/7      |
| E. Devon Coast | — 25/-    | Lymington     | 4/7      |
| Dorset Coast   | — 25/-    | Southsea, &c. | 4/7      |

**Rail, River, and Sea Trips**

15-day Tours—via Southampton—from London.

**NORMANDY.**

Attractive tour on May 25th and every week-day, including unexcelled trip Southampton to Havre, and journey up the river Seine through the lovely Swiss Valley to the grand old city of Rouen. In all 625 MILES BY RAIL, RIVER AND SEA—225 MILES ON THE SEA.

**BRITANNY.**

Another charming holiday ground for the short vacation is "Beautiful Brittany's" Brest—ideal seaside resort. See May 25th in its "Enchanted Forest," St. Malo, the Breton Coast, Dinan, &c. Return Fare from London, 25/6—200 MILES ON THE SEA.

On Tuesdays (and May 26th) to CHERBOURG, 24/6. On Fridays (and) and Saturdays (and) to GUERNSEY and JERSEY, 25/6. On May 26th, 28th, 30th and June 1st to PARIS, 1st 41/6; 2nd, 32/6; 3rd, 24/6; and on same dates (also Thursdays) to HAVRE, 25/6.

EXTENDED WEEK-END TICKETS to most places for Whitsuntide. For Holiday Programmes giving full particulars, send post-card to Mr. Henry Holmes, Sup. of Line Dept. 15 Waterloo Station, S.E.

H. A. WALKER, General Manager.



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CHEAP TICKETS from certain London Stations.

| Destination.                      | Days Valid. | Return Fare.     |
|-----------------------------------|-------------|------------------|
| PARIS (via Calais or Boulogne)    | 15          | 59/4 38/11 30/-  |
| BOULOGNE                          | 3           | 22/6 — 14/-      |
| Do.                               | 8           | 30/- 25/- 17/10  |
| BRUSSELS (via Calais or Boulogne) | 15          | 59/3 38/3 25/-   |
| Do.                               | 15          | 49/9 31/6 20/3   |
| AMSTERDAM (via Flushing)          | 15          | 44/9 30/11 —     |
| CORSICA (Ajaccio)                 | 26          | — 147/3 —        |
| LE TOUQUET (Paris-Plage)          | 5           | 34/0 29/7 20/5   |
| MALO-LES-BAINS                    | 5           | 33/2 31/4 23/7   |
| THE HAGUE (via Flushing)          | 15          | 40/8 27/3 —      |
| CALAIS                            | 3           | 24/- — 15/6      |
| Do.                               | 8           | 31/6 26/6 20/6   |
| OSTEND                            | 8           | 31/10 25/10 15/9 |

**WHITSUNTIDE in the GARDEN of ENGLAND**

| Destination. | Days Valid.   | Return Fare.               |
|--------------|---------------|----------------------------|
| Bexhill      | 14/- 10/6 8/- | Martin Mill 18/0 12/6 0/-  |
| Birmingham   | 15/- 11/- 8/- | Ramsgate 15/- 11/- 8/-     |
| Broadstairs  | 15/- 11/- 8/- | Rye 18/- 12/- 9/-          |
| Canterbury   | 14/- 10/6 8/- | St. Leonards 14/- 10/6 8/- |
| Deal         | 18/6 12/6 9/- | Sandgate 17/0 12/6 9/-     |
| Dover        | 17/6 12/6 9/- | Sandwich 18/0 12/6 9/-     |
| Folkestone   | 17/6 12/6 9/- | Tanbridge 5/6 5/0 4/6      |
| Hastings     | 14/- 10/6 8/- | Wells 5/6 5/0 4/6          |
| Hern Bay     | 14/- 10/- 7/- | Walmers 18/0 12/6 9/-      |
| Hythe        | 17/6 12/6 9/- | Westgate 13/- 11/- 5/-     |
| Littlestone  | 18/- 12/- 9/- | Whitstable 14/- 10/- 7/-   |
| Margate      | 18/- 11/- 8/- | Town 14/- 10/- 7/-         |

WEEK-END TICKETS TO THE ABOVE STATIONS AVAILABLE BY ANY TRAIN (Mail and Local Expresses excepted) from LONDON and certain Suburban Stations on May 25th, 26th and 27th, available for return up to June 3rd, inclusive, but not on day of issue.

DAY and HALF-DAY EXCURSIONS on WHIT SUNDAY and WHIT MONDAY from LONDON to certain Seaside and Country Stations.

CRYSTAL PALACE (HIGH LEVEL) on WHIT MONDAY. Cheap Return Tickets (including admission) from London.

For particulars of Excursions, Alterations in Train Services, etc., see Holiday Programmes, obtainable at any of the Company's Agencies or Stations.

FRANCIS H. DENT, General Manager.

**WILDUNGEN SPA.**

1,000 feet above sea level, charmingly situated, surrounded by mountains and splendid forests. This rapidly rising German Spa is renowned owing to its special advantages as a health resort for all suffering from Kidney and Bladder trouble, Gravel, Gout, Calculus and loss of Albumen.—14,664 visitors in 1913.

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SEASON—MAY TO OCTOBER.

For home treatment the waters can be obtained from INGRAM & ROYER, 45, Belvedere Road, London, S.E.

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Wash the Children with  
**WRIGHT'S Coal Tar Soap**  
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 It Protects from Infection. 4d. per Tablet.









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lives - once  
it comes into  
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**KEATING'S**  
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Disturbance of Blood and Nutrition, &c.,  
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The Original Preparation for Cleaning and Polishing Cutlery  
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**A Laxative & Refreshing Fruit Lozenge,  
most agreeable to take  
FOR**

**CONSTIPATION**

Hæmorrhoids, Bile, Headache,  
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HAIR RENEWER**

PREVENTS the Hair from falling off,  
RESTORES Grey or White Hair to its  
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**IS NOT A DYE.**


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## THE CHRONICLE OF THE CAR.

## The Tourist Trophy Race.

The R.A.C. has just issued the final regulations, list of cars taking part (with the names of their drivers so far as they have been notified), and the special local rules regarding practice on the course, for the Tourist Trophy Race, which is to be held in the Isle of Man on the 10th and 11th of next month. Before proceeding to discuss these details, it may usefully be noted that the race is for cars having four-cylinder engines with dimensions of 90 by 130 mm., or the equivalent volume swept by the piston. In no particular sense will the cars be of the "stock" description, as was the Club's original intention. Instead,



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Now it is argued that the public is likely to gain false impressions from these special events, but the same argument applies with equal force to the "stock" car race, so that I think it better to give the entrant a free hand within certain limits and let him learn all he can.

they are frankly racing vehicles which have been specially built and prepared for the race, so that, under all the circumstances, the title of "Tourist Trophy" as applied to the race may possibly be a little misleading to the public which has not followed the preliminaries with close attention. Not that I am in disagreement with the Club in altering the character of the race. As I understand the uses of racing, these are that it assists most materially to improve the breed of the car, and if the maximum improvement is to be gained from the game, then it must be left open to the competitors to build their engines and their cars generally in the manner that best suits them, in order that they may learn under the stress of racing what innovations in design or construction or material are good and what are bad. (Of course, lessons are to be learned from the racing of "stock" cars, as witness the Standard Car races of 1912 and 1913, but they are nothing like so many or so valuable as races between "special" cars.)



WINNERS OF THE TEAM PRIZE IN THE CIRCUIT OF ITALY: THE ENGLISH HEDGE TEAM. In the Circuit of Italy, the biggest road race in the world, the team prize was won easily by the Hedge team. The names are C. G. Pullin (captain), T. E. Green (second), S. A. Rowlandson (third), A. J. McDermott (fourth), A. Figg (who met with an accident), and E. Valleri (seventh).

## In the Matter of Dimensions.

When the R.A.C. last promoted a race in the island, the engine-dimensions set for it simply limited the bore to four inches, and allowed the designer a free hand as regards stroke. The regulations for this forthcoming race rather encourage volumetric efficiency, instead of leaving the designer free to get a powerful engine on freak dimensions. It is interesting to note how different ideas of the best proportion between bore and stroke appear to be held by the various designers. For instance, the Minervas and the Vauxhalls have motors which conform exactly to the formula—namely, 90 by 130 mm. bore and stroke respectively. The Sunbeams, on the other hand, favour the maximum length of stroke attainable, since their motors have a bore



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and stroke of 81 by 160. They are run close by the Crossley, with 81 by 158.8, and the Humber, with 82 by 156. The Rawlinson-Hudson, the solitary American representative, is content with a stroke of 114.3 mm., allied to a bore of 95 mm. The Straker-Squires approximate very closely, with 93 by 120. No particulars have been given, apparently, of the Adler dimensions, but I shall expect to find that they have engines with a relatively short stroke. The smallest engine in the race is that of the single French car entered, the D.F.P., the dimensions of which are 70 by 130 mm. Thus, the highest ratio of stroke to bore is that of the Sunbeam, with, approximately, 1.5, while the lowest is that of the Rawlinson-Hudson, with about 1.19.

**The Race Itself.** It is doubtless owing to the vastly increased reliability of the car since the last race in the Isle of Man that the Club has decided to make a two-days' event of the race, in which time the

(Continued on page 879)

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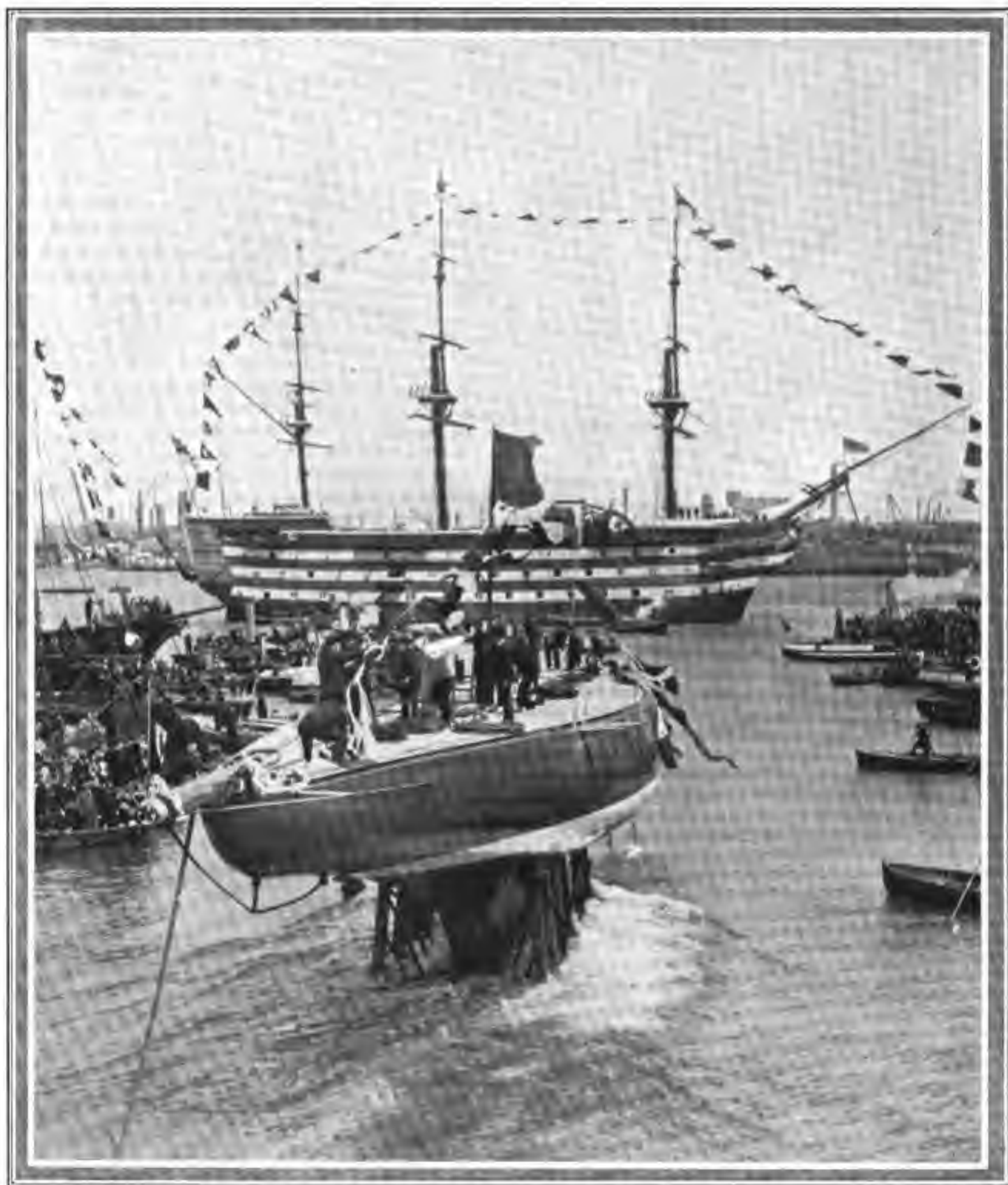
# THE ILLUSTRATED LONDON NEWS

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NEW YORK, SATURDAY, JUNE 13, 1914.

Fifteen Cents a Copy.  
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THE LAUNCH OF THE "SHAMROCK IV." AS NELSON'S "VICTORY" WAS FIRING A ROYAL SALUTE: THE CHALLENGER FOR THE AMERICA CUP LEAVING THE SLIPWAY—A FOUR-LEAVED SHAMROCK ON HER BOWSPRIT.

The America Cup challenger, "Shamrock IV," was launched at Gosport on Tuesday, the 26th, just as the guns of the old "Victory" were thundering out a royal salute in honour of the Queen's birthday. The new yacht has a length on the water-line of 75 feet; an over-all length of 110 feet; a beam of 23 feet. Her draught is 13 feet 9 inches, increased to 23 feet with centre-board down. The height of the mast is 160 feet. The bowsprit has 10 feet outboard. The sail-plan will be lofty

and narrow. Three masts have been built, two of wood and one of steel. The mast was stepped and the work of rigging begun almost immediately after the launching. The customary bottle of wine was broken over the yacht's bow by Lady Shaftesbury. With "Shamrock IV," Sir Thomas Lipton will make his fourth attempt to recover the America Cup. Our photograph shows well the unusual lines of the yacht. The deck is narrower by several inches than the extreme beam.



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## JOHN LAVERY.

MR. LAVERY has the courage to be large. In an Academy of small pictures, the mere size of "The Studio of the Painter" is remarkable. Such size let it be understood, is not measured by inches. The ordering of a large canvas does not in itself constitute an act of valour—it is a mere bravado calculated to impress nobody but a colour-man until the sequel justifies a swaggering measurement. Your painter of mean calibre never looks meaner than when he spreads himself over a big surface. Mr. Lavery, however, knows how to carry his adventure to a gallant conclusion: he has a large manner ready for a large canvas. When his exhibition is opened on June 9 it will be found that he fills the Grosvenor Gallery with effective pigment and people as easily as Caruso fills Covent Garden with effective sound and a crowd.

The delightful composure of the Academy picture is a quality that justifies Mr. Lavery's scale. We would like a whole wall, instead of only half, reduced to such powerful quietness and simplicity. If Mr. Lavery wants to reform the Academy, he should send half-a-dozen canvases as big as "The Studio of the Painter," and, so to speak, sweep the board. He has all the qualities of the reformer: where Whistler, who in most other things has been Mr. Lavery's master, stung "the damned crew" (as he called them) into a fury of conservatism, Mr. Lavery forces them to honour him. Nobody could turn "The Studio of the Painter" upside down and smile at the result, as they smiled at the topsy-turvy "Nocturne." The "Lavery" is magnificently sober, splendidly set upon its feet, and spacious.

But what of the real studio of the painter? "Cram me a room full of ladies, all exclaiming about a new kind of foolish pictures in a corner, all babbled about Art, a journalist or two, a picture-dealer, one or two frame-makers, some Glasgow painters up for a week in town, a couple dining in the dark, children playing on the floor, and at his Whistler table-palette, his back turned to a mirror and with his patient seated on the throne. Lavery paints away." That is the words of Mr. Cunningham-Graham, is the atmosphere in which this man of peaceful brow and grey does his work. Though he cannot keep his studio empty, he contrives to keep his canvas free from "sitters." Long ago he learned to throw all unnecessary details out of his way. Despite his visitors, he is, in his compositions, the Master at Elbow room.

Yet Lavery is just a woman's painter," objected a Glasgow committee when, long ago, it was proposed that a commission for the Provost's portrait should be put into his hands. The exhibition at the Grosvenor Gallery will probably confirm the opinion, for while Mr. Lavery is responsible for a number of admirable portraits of men, circumstance has conspired to drag him from the extraneous society of Provosts, Professors, and Politicians, and to lead him instead into the company that most painters and all poets have preferred. Circumstance is here used as another word for the fairness of fair women—their mischievous glances, their rose-bud sympathies, the abundant mystery of their hair, their lips, their smiles—and for the instinct of self-preservation that leads them to flock to Mr. Lavery in order that he may immortalise their youth. Circumstance, too, has dealt unkindly with the Provosts, Professors, and Politicians in giving Mr. Lavery a wife who offers a perpetual invitation to portraiture that is not masculine. This lady has, in consequence, become one of the most familiar figures in contemporary painting.

Famous in two continents for 20 years before Burlington House was well aware of his existence, Mr. Lavery has established himself in the Luxembourg with the beautiful "Spring"—a girl holding a branch of may-blossom—first exhibited at the old New Gallery "Spring" and the other pictures now officially divided among the nations will not turn up at the Grosvenor; but Mr. Lavery's reputation does not depend upon the canvases acquired for public collections. His quality is extraordinarily even, and though "The Ansonian," of two or three years ago was, perhaps, his most notable of his Academy pictures, it would be unfair to give it real prominence. "The Mother," "Faded in a Dacchante," "The Red Hammock," "The Lady in Black," "The Little Equestrienne," "Miss Elise as the Merry Widow," and the "Young Master Queen" are remembered: there is not a Provost among them!—with a crowd of others. His "State Visit of Queen Victoria to Glasgow" went far towards solving one of the most difficult of the problems that confront the modern artist. But Mr. Lavery is never daunted. The sun and sands of Tangier, the hunting of a Scottish Corporation, the drawing-room of an American millionaire, the heroine of musical comedy are all encountered with equal facility, and even with devotion. They all become first-class and unmistakable "Laverys" before he has done with them.

Mr. Lavery was born in the same year as Mr. Bernard Shaw, but has failed to keep pace with his headstrong countryman in the business of growing old. Of the pedigree of his friend—and, what is more, chosen painter—Mr. Cunningham-Graham has written at length: "In the night of ages, five hundred years before the birth of Christ, there lived a mighty king who reigned in the north of Ireland. His name was Labhradh Longseach, which, being put into the Saxon tongue, meant Lavery the Mariner. From him John Lavery descends." We will not here follow the generations set forth with certain lapses of six hundred years or so in Mr. Cunningham-Graham's reading of the family-tree. Suffice it to say that Mr. Lavery was once an Irishman, then became a leader of the Glasgow school, and is now painter-in-chief of Englishwomen. A portrait of him appears on our "Art, Music, and Drama" page.

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## PARLIAMENT.

THE Home Rule Bill has, for the last time in its career, left the House of Commons in circumstances of excitement. Seeing that the Government had undertaken to produce an amending Bill with the view of promoting a settlement of the Ulster question, Unionists demanded that its terms should be made known before they proceeded, on Thursday the 21st, with the third reading of the principal measure. The Prime Minister, however, declared in an uncompromising tone that it would be introduced in the House of Lords, and refused to anticipate the statement which would be made there. Consequently, the Unionists refused to allow the final debate on the Home Rule Bill to proceed. They shouted, without ceasing, "Adjourn! Adjourn!" The Speaker, intervening and turning to the Leader of the Opposition, asked whether this demonstration was with his assent and approval. Mr. Lawther's question was vehemently resented by Unionists, and when Mr. Bonar Law firmly declared that his duty was not to answer it, most of his followers cheered enthusiastically, a large number rising and waving handkerchiefs and Order-papers. Thereupon the Speaker suspended the sitting. On Monday, when the Home Rule Bill was again set down for debate, the House was more crowded and excited than on any previous occasion this year, and there was an unusual attendance of Peers, many of whom were unable to find seats. Unionists were greatly elated by their success in Ipswich. They raised ironical cheers for Mr. Lloyd George, who had spoken for Mr. Masterman on the eve of the election, and he acknowledged their attention with a good-humoured smile and a bow. The new Member for Ipswich, Mr. Gannell, one of whose introductions was Sir Edward Carson, was greeted with immense enthusiasm; and a cordial reception was given also to Major Bowden, the Unionist who had captured North-East Derbyshire. A series of explanations sprang out of the disorder of Thursday. The Speaker admitted that he had been "betrayed into an expression" to Mr. Bonar Law which he ought not to have used; and Mr. Law, gratefully acknowledging his generous statement, bore testimony to the complete confidence which the whole House had in him. Responding to a pacific suggestion from the Chair that some further information might be given with reference to the amending Bill, Mr. Asquith read a document merely repeating that it would embody any agreement which might be arrived at, and that, failing an agreement, it would set forth his offer of an option to Ulster counties. As the situation was thus left unaltered, Mr. Bonar Law appealed to his followers to "let the curtain be rung down on the farce." Accordingly, they took no part in the debate, and after a reply from the Prime Minister and a speech from Mr. William O'Brien—who denounced the official Nationalists for consenting to the partition of Ireland—the Bill was read a third time in a House of 720 Members by a majority of 77. Two Liberals went with the Opposition, and one Liberal, as well as the O'Brienites, abstained from voting. The Nationalists hailed the passing of the Bill, in its third and final Session, with cheers and shouts and waving hats and handkerchiefs, and a number of them accompanied the Clerk when he carried it to the House of Lords. There it was formally read the first time, but no attempt will be made to proceed with it for at least three weeks. Meantime, all parties in the House of Commons are glad to leave a Whitsuntide recess of a fortnight.

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By G. K. CHESTERTON.

SOME ladies who have been asking that the platforms at railway stations may be raised, for the convenience of those wearing very tight skirts, are a very representative group—much more representative than the Suffragettes. The situation is a quaint little working model of that inversion and disproportion which is the trick of our time. Note that it is always the comparatively permanent thing that is sacrificed to the obviously ephemeral thing, and the sensible thing that is sacrificed to the silly thing. Railway stations may not abide with the Pyramids and behold the Day of Judgment, but they will last longer than the fashion of tight clothes. Euston Station may not look quite so fine as the Parthenon, but it looks prettier than a hobble skirt. And a man might as well redecorate his house to match the lather on his face when he was shaving, or the froth on his ale before he drank it, as consent to reconstruct a public building to match things so flimsy, so fugitive, and so soon swept away as the feminine fashions among the rich.

Then observe the other typical trait—the insensibility to the question of on whom the responsibility lies. No one seems sufficiently surprised at the mere impudence of the claim—the claim of people who put on clothes in which travelling is impossible, and then want all travelling altered to suit them. People might just as well insist on an entirely new hundred-fold heating apparatus because they chose to come out in their pyjamas. For my part, I propose to call together nine faithful friends, and we will agree to wear coat-tails trailing on the ground to the length of four hundred yards. We will then request (nay, command) the authorities at St. Pancras Station to build ten separate and spacious passages or covered avenues of the requisite length, so that each of us can march up his own vestibule in comfort, dignity, and solitude. Or perhaps I will go to Victoria on Bank Holiday in a pair of flat snow-shoes of the size and circumference of two small Margate fishing-boats, and loudly demand to have the platforms widened while I wait. I can occupy a good deal of Victoria Station as it is; but I see even larger possibilities opening from the new doctrine. Or I will put on one large trouser instead of two, like a competitor in a sack-race, having previously rung up the railway company and told them to erect cranes and pulleys all along the route to the station. I cannot feel any of these things as more foolish than the latest fashion; but I fear I am not fashionable.

There is another respect in which the tight skirt is something of a symbol, another respect in which it is like many other strange elements in our society. It is like Progress, and the Party System, and the Union, and Social Reform, and Evolution, and Empire Day, and all sorts of things. The tight skirt is like all these large ideas in this interesting particular: that nobody really likes it. It seems to like them—to capture and control them like puppets in a sort of sartorial nightmare. One cannot say that the woman has got her skirt tight: rather the skirt has got her tight. She presents the painful appearance of having fallen waist-deep in a man-trap, or being partially digested by a dragon. She does not seem to enjoy it a bit; and it must prevent her doing many things which women of that sort, to do them justice, really enjoy doing. As for travelling in such a sack, you might as well make the Grand Tour with an egg and

spoon. A friend of mine, when approaching the father of the lady to whom he wished to be engaged, was told by the old gentleman, in a solemn and scriptural manner, to leave such vanities behind, and to run the race set before him. My friend replied, perhaps incautiously, that he wanted it to be a three-legged race. But I cannot believe that even he would have liked the idea to be made literal, still less life-long. But the baffling business is in this really reluctant acceptance everywhere of something that comes from nowhere. Who makes people wear hobble skirts? Would they wear handcuffs if it told them to? One hardly ever hears the thing praised.

in the dense individualistic darkness of the seventeenth century; of the amount of eloquence and energy put into the passing of some Bill which everyone knows will never pass, or which most people know will do no good if it does; of all the fiery cross subscriptions for testimonials nobody wants or statues nobody likes to look at. I almost tremble as I write the words, but who wants a memorial to Shakespeare? I do not mean who would help if somebody else wanted it very much—I would do that myself. But who and where is the man who really *does* want it very much? Who is the man who starts up in the night, suddenly remembering that there is no memorial to Shakespeare? Yet for that, and similar patriotic projects, subscriptions large and small are often painfully raised. Platforms are also painfully raised, as the fashionable ladies wish them to be at Cannon Street or Clapham Junction. Those who urge on us, as does Mr. H. G. Wells, that it is easier to destroy than to construct should point out to such ladies that it is easier to destroy a bad skirt than to construct a good platform.

But, of course, the strongest instance of this hot defence of a cold altar is the case of the Party System. We have all known many a man who went down to the House of Commons in desperate haste to vote for his party, or who darted madly about looking for a "pair" so as not to fail his party. For the sake of his party he tells such lies as have never been counted lawful except in defence of the honour of a living woman. For the sake of his party he accepts Whips which are nearly as humiliating as whippings. I say we have all known such men. But how many of them have we known who ever said that they thought the Party System a good and honest thing, or that they found their own party even feebly satisfactory? How many men in modern politics can even talk of the Party System without shrugging their shoulders, and defending it, if they defend it at all, on grounds openly cynical. Here, then, is the paradox. Throughout the country there are thousands and millions of good men and women who are quite honestly Tory or Radical, Unionist or Home Ruler. But they are not the people who make the sacrifices for the system, though very likely they would if they could. The men do no more than go in somebody else's motor on polling day; and, if ever Woman gets the Vote, she will do no more than go in somebody else's motor on polling day. The men who really make sacrifices for the system are those who have, in the majority of cases, long since ceased to believe in it. England is an extraordinary place.

A friend of mine, from whose present policy I differ, but whose personality I shall always value, has recently suffered political defeat. I should not mind his being defeated, nor would he; nor even his being sacrificed. But for what are such men sacrificed? As far as I can see, for a system that is always formless and yet never free; that puts other men's words into a man's mouth, that makes all the talents and all the characters cancel out to nothing; that absolutely depends on keeping the pot as black as the kettle; that can do nothing for men except hamper them, as it hampered the humour of Birrell and the hot intelligence of Wyndham. We are to lower our platform, not raise it, to suit Politics in a hobble skirt.

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"WITHOUT QUESTION THE FOREMOST EXPONENT IN THESE ISLANDS OF AN ART WHOSE MILITARY CONSEQUENCE IS CONTINUALLY INCREASING"—MR. GUSTAV HAMEL.

Mr. Gustav Hamel was flying on a new machine from Paris to London on May 23, intending to take part that afternoon in the Aerial Derby round London, which was postponed owing to the bad weather. He left Harlow at about 12.15 p.m. to cross the Channel, and later was reported lost. The famous circuit, the most daring in England and the one of a well-known London provision of Scandinavian descent, Dr. Gustav Hamel, M.V.O., of 1, Stratford Place, was educated at Westminster, and took his pilot's certificate, at Pau, in 1911. The same year he carried the first aerial mail in this country from Hendon to Windsor. In 1912 he won the first Aerial Derby, and again that of last year. In February last he "looped-the-loop" before the King and Queen at Windsor. More recently he contemplated a flight across the Atlantic; he was the second competitor to enter for the £1,000 prize offered by the "Daily Mail" for such a flight in 72 hours, proposing to use a land machine which would drop its undercarriage after starting. His book on "Flying: Some Practical Experiences," appeared last March. (Photograph by Mr. Kewen, Eastbury.)

Though hammers swing as in a smithy and platforms are torn up as in a revolution, the thing for which such sacrifices are made is scarcely liked, is barely tolerated, by its own possessors. That is where it is so like the insipid and impersonal ideas for which modern men are expected to make sacrifices. Think of the amount of thrift and thought and unconquered activity often put into the maintenance of so moribund sect, whose special doctrines have long died

other men's words into a man's mouth, that makes all the talents and all the characters cancel out to nothing; that absolutely depends on keeping the pot as black as the kettle; that can do nothing for men except hamper them, as it hampered the humour of Birrell and the hot intelligence of Wyndham. We are to lower our platform, not raise it, to suit Politics in a hobble skirt.



# THE THREE OUTSIDERS' DERBY: A REMARKABLE RACE.

PHOTOGRAPHS BY TOWNAL, JESSOP, AND C.N.



ALL THE FAVOURITES BEATEN! THE DERBY OF 1914—THE START; AT TATTENHAM CORNER; AND THE FINISH.

The Derby of 1914 is likely to be remembered for two things—the fact that three outsiders were 1, 2, 3, and the extraordinary precautions taken to prevent any possible interference with the race by militant Suffragettes. With regard to the latter point, it may be noted that permanent protection has been set up at Tattenham Corner, in the

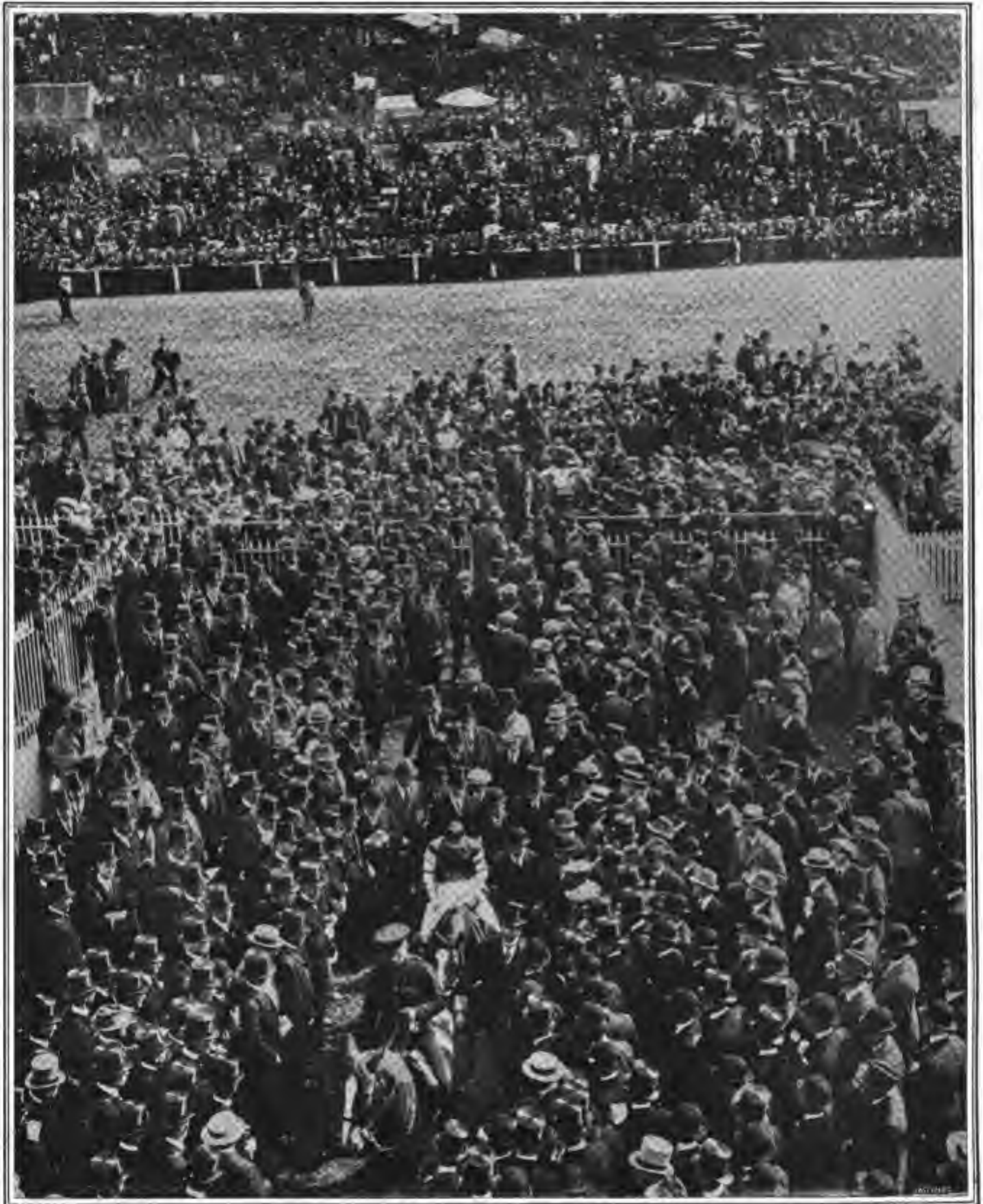
shape of three rows of rails, that there may be as little risk as possible of a repetition of an act like that of the militant who threw herself in front of the King's horse, Anmer, during last year's Derby. Further, hundreds of police were on guard, watching the stands, the new refreshment buildings, other structures, and practically every stable

(Continued opposite)



## A TWENTY-TO-ONE WINNER: THE DERBY VICTORY OF A "FRENCH" HORSE.

PHOTOGRAPH BY SPORT AND GENERAL.



LEADING IN THE FRENCH-BRED DERBY WINNER: MR. H. B. DURYEA WITH DURBAR II. (M. MACGEE UP).

*Continued.*

housing a candidate for the Derby; while over 3000 police were on duty at Epsom on the day of the great race, together with a large number of plain-clothes men of the Criminal Investigation Department. The King and Queen witnessed the race. The betting against the winner, Mr. H. B. Duryea's Durbar II., which is by Rabelais-Armelia

and was trained in France, was 20 to 1; that against the second, Sir Ernest Cassel's Hapsburg, which is by Desmond-Aithea, was 33 to 1; that against the third, Mr. H. J. King's Peter the Hermit, which is by St. Petersburg-Carlus, was 100 to 1. The favourite had been Kennymore, but many hoped the King's horse, Brakenpear, might win.





THE RIGHT REV. BISHOP GUNGE, D.D.  
Who has been appointed Bishop Suffragan of Jarrow.

# PORTRAITS AND PERSONAL NOTES.

**BISHOP GUNGE**, who has been appointed Suffragan Bishop of Jarrow in succession to Dr. Nichols, recently translated to Bristol, was formerly Suffragan Bishop of Sheffield. When the new diocese of Sheffield was formed, many would have welcomed his appointment.



MR. W. P. BURTON.  
Who is to sail on Thomas Lipton's "Shamrock IV" in the Match for the America Cup.



MR. CHARLES NICHOLSON.  
The Designer of Sir Thomas Lipton's yacht, "Shamrock IV," Challenger for the America Cup.

the Solent during June and July. The first race in American waters is fixed for Sept. 10.

Mr. Charles Davis, the well-known art dealer of New Bond Street, who died a few days ago, acted as adviser in art matters to King Edward, who in 1907 conferred upon him the Victorian Order. Mr. Davis and his father were among the first dealers to draw on the art collections of Russia, which country they often visited on business. Mr. Charles Davis was a generous supporter of the Middlesex Hospital and other charities.



THE LATE MR. CHARLES DAVIS, M.P.  
The well-known Art-Dealer, formerly Art-Expert to King Edward.

From Ceylon is announced the death of a prominent young archaeologist, Mr. E. R. Ayrton, who had done important work in Egypt, and had quite lately been appointed Archaeological Commissioner in Ceylon. Mr. Ayrton was, unhappily, drowned in a tank or lagoon, while shooting. Edward Russell Ayrton was the son of W. Scrope Ayrton, of the Consular Service in China. He was born at Winton in 1882, and was educated at St. Paul's School. He began archaeological work in Egypt with Professor Petrie, for the Egypt Exploration Fund, in 1902-4, at Abydos. Thereafter he continued on the staff of the Egypt Exploration Fund, and for a season helped Professor Naville and Mr. H. R. Hall in the work of excavating the Eleventh Dynasty Temple at Dér el-Bahri. He then joined Mr. Theodore Davis, at Newport, R.I., in searching for the lost tombs of the Egyptian Kings in the Biban el-Malak. After three years' successful work with Mr. Davis he returned to the Fund. He excavated some important Sixth Dynasty tombs at Abydos, and, with Mr. Naville, had begun the re-investigation of the mounds of Umm el-Qa'ab, the tombs of the earliest Egyptian Kings, when he was summoned to the service of Ceylon. Two years ago, he succeeded Mr. Bell in the post of Archaeological Commissioner there. His work was the excavation and conservation of the great ruins of ancient Sinhalese power at Anuradhapura.



THE LATE MR. E. R. AYRTON.  
Archaeological Commissioner in Ceylon, who was recently drowned.

St. James's, Piccadilly, is to have as its new Rector (in succession to the late Canon McCormick) the Headmaster of Repton, the Rev. William Temple. He is the son of the late Archbishop Temple, at one time Headmaster of Rugby. Mr. Temple has been at Repton since 1910. Like his father, he has written much on questions of faith and modern thought.

Sir Francis Laking, who died recently in London, had for many years been one of the most trusted medical advisers of the Royal Family. He received his training at St. George's Hospital, and after qualifying held some appointments there before he went into practice as a partner with the late Mr. Du Pasquier, who was Apothecary to the Royal Household. On the latter's retirement, Dr. Laking succeeded to that post, and later became Surgeon-Apothecary in Ordinary to Queen Victoria. His professional association with the Court continued without interruption from that time. He was highly esteemed by the Royal Family, and held various appointments, eventually becoming Physician-in-Ordinary to King Edward, and, after the latter's death, to King George. Dr. Laking was knighted in 1893, and in 1902 was created a Baronet. He is succeeded in the title by his son, Mr. Guy Francis Laking, the well-known antiquary, who is Keeper of the London Museum and of the King's Armoury. The new Baronet is the son of Sir Francis by his first wife, formerly Miss Emma Mansell, who died in 1905. Sir Francis' second wife, formerly Miss Eleanor Angerstein, died in 1912.



THE REV. WILLIAM TEMPLE,  
Headmaster of Repton, who has been appointed Rector of St. James's Piccadilly.



PHYSICIAN-IN-ORDINARY TO THE KING AND FORMERLY TO KING EDWARD: THE LATE SIR FRANCIS LAKING, M.D., G.C.V.O.



MAJOR HARLAND BOWDEN, M.P.  
Who gained North-East Derbyshire for the Unionists at the recent By-Election.

In the bye-election in North-East Derbyshire, Major Harland Bowden, who has been before the constituency for a long time, succeeded in winning the seat for the Unionists. He attributed his victory partly, and more especially, to Home Rule and partly to the Insurance Act.

Mr. Ganzoni, who won Ipswich for the Unionists, is the son of a Mincing Lane merchant of Swiss extraction who has been a British subject for many years. The new Member was educated at Tonbridge and Christ Church, Oxford, and in 1906 was called to the Bar. He has travelled widely, and had opportunities of studying Imperial problems on the spot.



MR. F. J. C. GANZONI, M.P.  
Who gained Ipswich for the Unionists at the recent By-Election.

As Chairman of the Council and of the Secretarial Board of the Sunday School Union, the late Sir Francis Belsey was at the head of ten thousand schools in the British Isles and fifteen thousand in the Colonies and India. In 1889 he presided over the world's First Sunday School Convention in London. He was knighted five years ago.



THE LATE SIR FRANCIS BELSEY,  
Chairman of the Council of the Sunday School Union.

Sir Thomas Lipton's new challenger for the America Cup, "Shamrock IV," was launched at Gosport on May 26, from the yard of Messrs. Camper and Nicholson. She will be sailed in the race by the well-known yachtsman, Mr. W. P. Burton. There will be trials in

Francis Kossuth, who died on May 26 at Budapest, in his seventy-third year, became a political leader, it is said, more from the prestige of his name than from his own inclinations. He was the eldest son of Louis Kossuth, and became the head of the "1848 and Independence Party" in Hungary after his father's death. He spent much of his youth in England, and was educated privately near Harrow. He at first went in for engineering, and later took up art, but without much success. He first became prominent in politics in 1902, when his party obstructed the Army Bills.



THE LATE FRANCIS KOSSUTH,  
The Hungarian Politician, Son of the famous Patriot, Louis Kossuth.



# PIRACY ON A HONG-KONG STEAMER: THE BURNING OF THE "TAI ON."



1. THE STEAMER "TAI ON" BURNT OUT BY PIRATES, WITH A LOSS OF SOME 200 LIVES (LOOKING FORWARD).
2. A STEAMER OF THE SAME TYPE AS THE "TAI ON."
3. THE BURNT-OUT "TAI ON"—A STEEL TWIN-SCREW STEAMER OF 706 TONS.

The steamship "Tai On," which carried three European officers, left Hong Kong between seven and eight on the evening of April 27. At about ten, when she had made Kai O, at the entrance of Wongmoon, the captain, who was in his bunk, heard a rush on deck, armed himself, and went up. He found that, although the danger zone generally infested with pirates had been passed, pirates were rushing the bridge. As they charged he shot the first, and the crew closed the iron grilles, which were fixed (together with barbed wire), to protect the navigating bridges, and fired on the pirates through them.

4. THE ENTRANCE TO THE CREW'S QUARTERS, THROUGH WHICH NINE BODIES WERE BROUGHT UP WITH NUMEROUS BULLETS IN MOST OF THEM.
5. AN IRON GRILLE PROTECTING AND ISOLATING A SHIP'S BRIDGE, AKIN TO THAT ON THE "TAI ON," WHICH THE CREW CLOSED AGAINST THE PIRATES AND FIRED THROUGH.

The latter, frustrated, collected wood and rags, which they saturated with oil and fired, apparently to smoke-out the crew. Almost in a moment, the ship was alight, and it was burnt out. Panic-stricken passengers, eventually followed by the captain and his officers, had to jump overboard. Rescue work was done by several vessels, but some 220 lives were lost. The pirates seem to have shipped as passengers. On news of the outrage, the most daring and violent ever committed in the Canton delta, H.M. torpedo-boats "O 35" and "O 37" and the "Stanley" proceeded to the scene.







## READY BEFORE THE CHALLENGER: THE THREE AMERICA CUP DEFENDERS.

DRAWING BY CHURCH OF THE "SLIPPING AMERICA"; PHOTOGRAPH OF THE CUP AND THE "DEFIANCE" BY HAIN; PHOTOGRAPH OF THE "RESOLUTE" BY S. AND G.



THE AMERICA CUP.

The defender of the America Cup against the "Shamrock IV," which it was arranged should be launched on May 26, will be chosen, after very careful and extended tests, from the "Resolute," the "Defiance," and the "Vanitie." The following are official figures—

|                   | "Resolute." |     | "Vanitie." |     | "Defiance." |     |
|-------------------|-------------|-----|------------|-----|-------------|-----|
|                   | FT.         | IN. | FT.        | IN. | FT.         | IN. |
| Length overall    | 100         | 5   | 110        | 0   | 115         | 0   |
| Load waterline    | 74          | 9   | 74         | 9   | 74          | 0   |
| Draft             | 13          | 0   | 13         | 0   | 13          | 0   |
| Beam              | 20          | 4   | 22         | 0   | 22          | 0   |
| Forward overhang  | 17          | 2   | 23         | 2   | 19          | 2   |
| Aft overhang      | 14          | 5   | 21         | 0   | 21          | 0   |
| Main deck to top  | 24          | 0   | 25         | 0   | 25          | 0   |
| Trunk, top to     |             |     |            |     |             |     |
| trunk             | 35          | 0   | 35         | 0   | 45          | 0   |
| Beam              | 21          | 0   | 22         | 0   | 22          | 0   |
| Calc.             | 20          | 0   | 22         | 0   | 22          | 0   |
| Overhang, outward | 14          | 0   | 21         | 0   | 21          | 0   |
| Sail area         | 8,110       |     | 9,415      |     | 9,800       |     |

Authentic figures can now be given in advance, as the old policy of keeping strategy for long periods has been happily discarded.



THE LAUNCH OF THE DEFIANCE.



MIDSHIP SECTIONS OF THE CUP-DEFENDERS.



THE RESOLUTE.

A COMPARISON OF SAIL-PLANS.  
THE RELIANCE (IN BROWN).  
THE DEFIANCE (IN WHITE).  
THE RESOLUTE (IN WHITE).  
THE VANITIE (IN WHITE).

BOATS FROM WHICH ONE WILL BE CHOSEN TO DEFEND THE AMERICA CUP FROM "SHAMROCK IV.": THE "DEFIANCE," THE "VANITIE," AND THE "RESOLUTE."

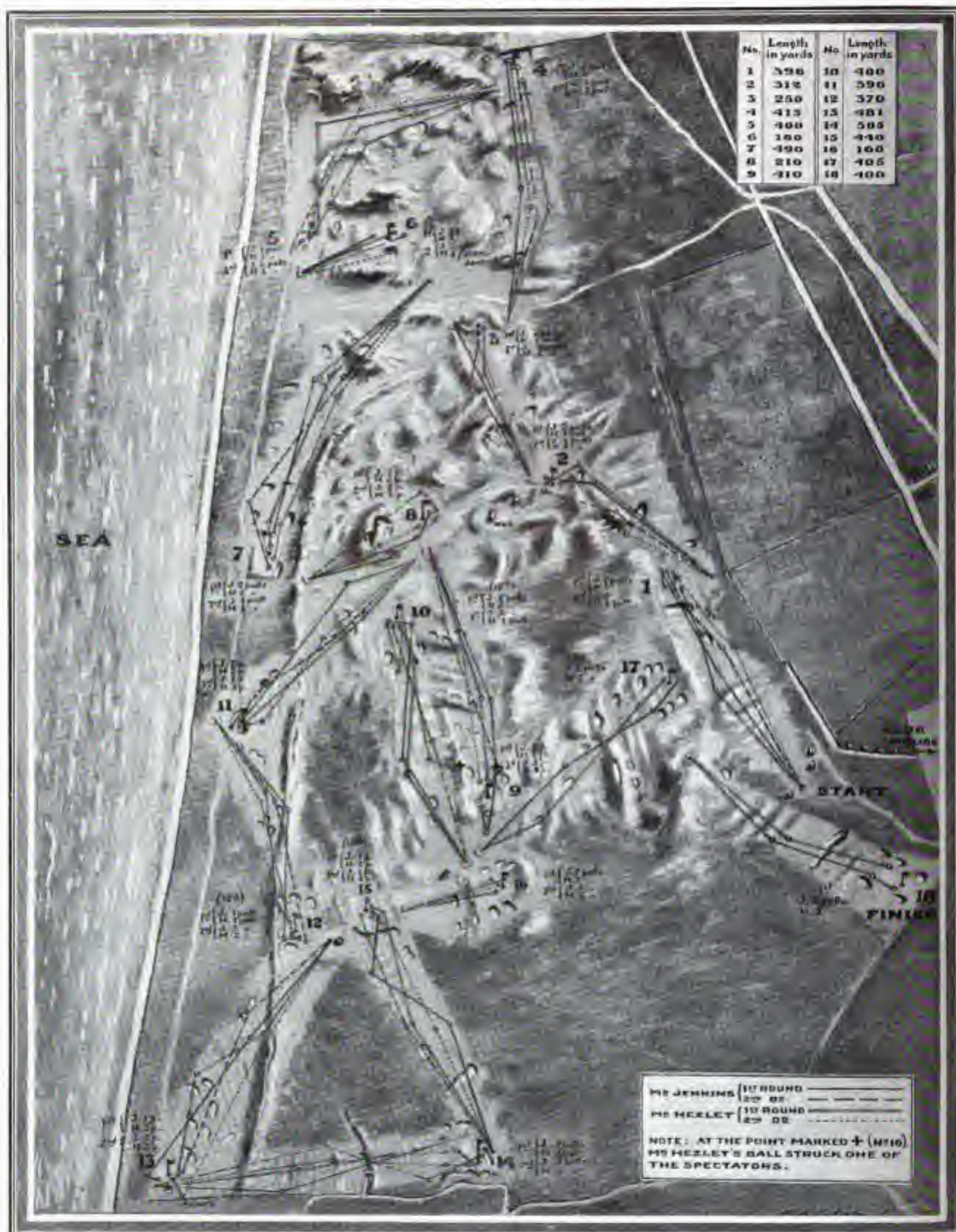
This year's match for the America Cup will be sailed off Sandy Hook in September. As we have noted, it was arranged that the challenger, "Shamrock IV.," should be launched on May 26. All three American boats were in the water well before this, and it is said that by the time "Shamrock IV." is rigged they will be racing one against the other. The yachts have been designed under the new rule of measurement

governing this year's series of races. The "Reliance" was the most extreme yacht built under the old rule, and this, on a water-line length of just under 90 feet, was over 140 feet in length on deck, and spread the enormous sail area of over 10,000 square feet of canvas. Such racing yachts lost their usefulness as soon as the Cup contests were over. The new rule produces a more reasonable boat.



## EVERY STROKE IN THE FINAL: THE PLAY AT SANDWICH.

DRAWN BY W. E. ROBINSON, OUR SPECIAL ARTIST AT THE FINAL.



## MR. J. L. C. JENKINS V. MR. C. O. HAZLET: THE STROKES BY WHICH THE AMATEUR GOLF CHAMPIONSHIP WAS LOST AND WON.

The final of the Amateur Golf Championship of this year was contested by Mr. J. L. C. Jenkins, of Truro, and Mr. C. O. Hazlet, of the Royal Portrush. The former won by 1 up and 2 to play. In the first round Mr. Jenkins secured a lead of three holes. The scores were Mr. Jenkins: 35 out and 40 home; Mr. Hazlet: 35 out and 43 home. In the afternoon a remarkable thing happened at the sixth. Mr. Hazlet's ball was caught in the pot bunker to the right of the green. Mr. Hazlet slipped it out, straight for the hole. Someone said: "It's dead"; then several

called: "He's holed it"; and the ball was seen to fall into the hole, to the accompaniment of cheers and cat-calls and whistles. At the eleventh Mr. Jenkins, playing three rather indifferent shots, was over the green; and Mr. Hazlet, with his third, ran up a long approach putt to within four feet of the hole. Mr. Jenkins then played a fine little running-shot with his iron and holed the ball. Mr. Hazlet moved his putt. The Royal St. George's Club course, at Sandwich, scene of the Championship, is on land over which Caesar's ships sailed.



# THE MAKING OF A NEW AMATEUR GOLF CHAMPION: THE FINAL.

Photographs by P.I.C., S. and G., and L.N.A.



THE RUNNER-UP FINISHING A DRIVE:  
MR. C. O. HEZLET.



WITH THE CHAMPIONSHIP CUP: MR. J. L. C. JENKINS  
AND MR. C. O. HEZLET.



THE NEW CHAMPION FINISHING A DRIVE:  
MR. J. L. C. JENKINS.



A REMARKABLE SHOT AT THE SIXTH: MR. HEZLET PLAYS OUT OF A POT BUNKER  
AND HOLDS HIS BALL.



A PUTT JUST MISSED BY MR. HEZLET: ON THE EIGHTH GREEN  
SHOWING THE "GALLERY."



PLAYING OUT OF A POT BUNKER AT THE SIXTH—  
AND HOLING HIS BALL: MR. HEZLET.



THE PRESENTATION OF THE CUP: LORD NORTHBOURNE  
HANDING THE TROPHY TO MR. JENKINS.



PLAYING OUT OF A BUNKER AT THE NINTH:  
MR. JENKINS.

Mr. J. L. C. Jenkins, who won the Amateur Golf Championship the other day, beating Mr. C. O. Hezlet by 3 up and 4 to play, comes of a well-known Troon golfing family. His five brothers are all scratch or better, and his sister has been Scottish Lady Champion. He is thirty, and has golfed since early boyhood. He has played for Scotland against England on two occasions; is remembered for the fine way in which he opposed Mr. H. H. Hilton at Prestwick in 1911; reached the sixth round of the Amateur Championship in 1911 and 1913; and was semi-finalist in the Irish Championship in

1911. He is plus 4 at Troon. Mr. C. O. Hezlet, the runner-up, is just twenty-three, and is an Irishman. He is plus 4 at the Royal Portrush. He, too, is a member of a well-known golfing family, and began to play when he was twelve. He is in the Special Reserve of the Royal Artillery. His driving is tremendous. His sister, Miss May Hezlet (now Mrs. Ross) won the Ladies' Championship three times, and has won the Irish Championship several times; while his mother competed in the Ladies' Championship for some twenty years in succession.





TO INVESTIGATE THE  
LAW ON AIR POLLUTION  
LORD NEWTON.

Lord Newton and Professor F. H. Cohen have been appointed by the President of the Local Government Board as a Departmental Committee to consider the present state of the law regarding the pollution of the air by smoke and other noxious vapours. Lord Newton, who was formerly in the Diplomatic Service, sat as M.P. (Conservative) for Newton, Lancashire, from 1886 to 1905. Photograph by Lafayette, Dublin.

## SCIENCE JOTTINGS.

(Continued from page 231.)

**THE HUMAN BODY** appears more complex than most of the more complex organisms. It is the presence within it of the secretions known as enzymes, ferments, hormones,

other members are chlorine, bromine, and iodine, and selenium, which together, in no powerful in the relations that its principal seat, which is used for etching on glass, can only be present in traces. In inorganic nature it chiefly occurs in fluorapatite.

M. Armand Gautier, of the French Académie des Sciences, has shown during the last month that fluorine is not only present in almost every part of the human organism, but probably discharges there a sufficiently useful function. In the enamel of the teeth he finds as much as 180 milligrammes of fluorine or ten grammes of enamel; less than a third of

that amount is present in the bones, a still smaller quantity in the skin, and so on until we reach the striped muscular tissue, which holds an amount so tiny as to be almost negligible. M. Gautier's researches have shown that it is



TO INVESTIGATE THE  
LAW ON AIR POLLUTION  
PROF. F. H. COHEN.

Professor Cohen has for ten years occupied the Chair of Organic Chemistry in the University of Leeds. He was previously for fourteen years Lecturer on Organic Chemistry at the Victoria College, and before that for six years Demonstrator in Chemistry at the Victoria University, Manchester. He is the author of various works on his subject, and also of "Smoke, a Study of Town Air" in the People's Books. Photograph by Lafayette, Dublin.

or bodies whose only function is apparently to excite other secretions, and anti-toxins or substances which act as antidotes to poisons, would have been thought incredible by our forefathers. Yet that they really form part of the living body can no more be doubted than that they play both a prominent and a beneficent part in our daily life. They are, however, all organic compounds with a very complicated molecule, and, so far as we know, can only be manufactured by the subtle chemistry of the body itself. Lately, it has come to our knowledge that the body contains certain inorganic substances, metals, and elements of comparatively rare occurrence in nature, the immediate source of which, like their function, is in great measure unknown.

Of the presence in the body of some of these we have, of course, been aware for some time. Even when the human body was supposed to consist of so many pounds of carbon diffused through so many pailfuls of water, it was noticed that, when burned to ash, sulphur and phosphorus were found in the residue. So, too, in the investigations which followed a few years ago, the deaths from arsenical poisoning of several people who had imbibed beer from a common source, it was proved in evidence that the thyroid gland itself secreted arsenic in perceptible quantities. Lately, however, we have seen reason to extend the list considerably. Manganese, a metal which imparts excessive hardness to different alloys, is much used in the manufacture of oxygen, and forms the active principle in a well-known disinfectant, is found to be present in the bodies of human beings as in those of the birds, reptiles, and fishes. Boron, again, a light metal belonging to the same family as aluminium, which forms the base of the familiar borax, is also found in the bodies of man and nearly all other animals—those of the trout and the leech, for instance, containing something like one per cent. of boron. But the most unexpected of these strange constituents is fluorine, which is one of the chemical group of which the



THE ENEMIES OF THE HONEY-BEE: ENIGMA ENEMIES OF THE HONEY-BEE.

The honey-bee in this country has numerous enemies, the most deadly of which are, perhaps, the wasp moth, the larvae of which feed upon the wax and sometimes commit great depredations, boring long silken galleries through the combs as they feed, and destroying many young bees by pressure. The death-head hawk moth is often named as a robber of beehives, but is not much enough in this country to cause much anxiety. The red-backed shrike, if it should happen to take up its quarters near an apiary, is very fond of taking bees to impale, with other insects, mice, and young birds, on the thorns of its hedges. The great toad and the blue tit will stand at the hive-entrance, bag with their beaks, and snap up any bee which comes to investigate. Mice may enter the hive in winter-time and cause havoc, eating wax, stored pollen, and so on; but, fortunately, the entrances to most hives are too small to admit mice. Towards autumn hornets and wasps may enter the hive and carry off a quantity of honey. Toads and frogs will occasionally take fresh home-coming, heavily laden bees; and ants, ear-wigs, slugs, snails, and spiders are also common. The bee is also affected by a small reddish parasite, *Brachy Gaster*.

Illustrated by J. and G. S. G. G. G.

present in greater quantity in the embryos than in the adult—that there is more fluorine in the egg, for instance, than in the chicken—and that it appears to be excreted in what may be called the outworn parts of the body, such as the skin, the hair, and the nails. The amount of it present at any time seems to be always proportionate to the phosphorus in the organism, which is itself an important constituent of the bones; and on the whole it is probable that its chief function is to build up the more solid and resistant parts of the body, such as the bony skeleton, and, as has been said, the enamel of the teeth. It might be compared to the iron girders used in modern building to reinforce the concrete of which the rest of the house is made; but as it is present in no small quantity in the brain and nervous tissues, it may have other offices at present unknown to us. Even if this be the case, however, its purpose is hardly as extraordinary as the mystery of its origin. It is present, as we have seen, in relatively large quantities in the egg, and it is therefore improbable that it is abstracted, so to speak, by the adult living body either from its diet or the surrounding atmosphere. Yet the amount of fluorine found in the egg of the domestic fowl negatives the idea that the whole of it can be present in the germ from which the egg develops by segmentation. The inference is therefore unavoidable that the fluorine—and possibly the other inorganic constituents of the body—are wholly or in part manufactured within the egg in the course of incubation. But fluorine, like boron, manganese, phosphorus, and arsenic, are what chemistry calls elements or substances, which it is powerless to analyse further or to transform one into the other. How comes it, then, that the bodies of men and the lower animals are able to effect transmutation, the method of which cannot be even indicated in the laboratory? Perhaps Professor Svante Arrhenius, now lecturing at the Royal Institution on the relation between biological and general chemistry, will be able to suggest an answer.—F. L.



## GIVING LONDON "CHALIAPINE NIGHTS": THE GREATEST RUSSIAN BASS.

PHOTOGRAPH BY GERNOY.

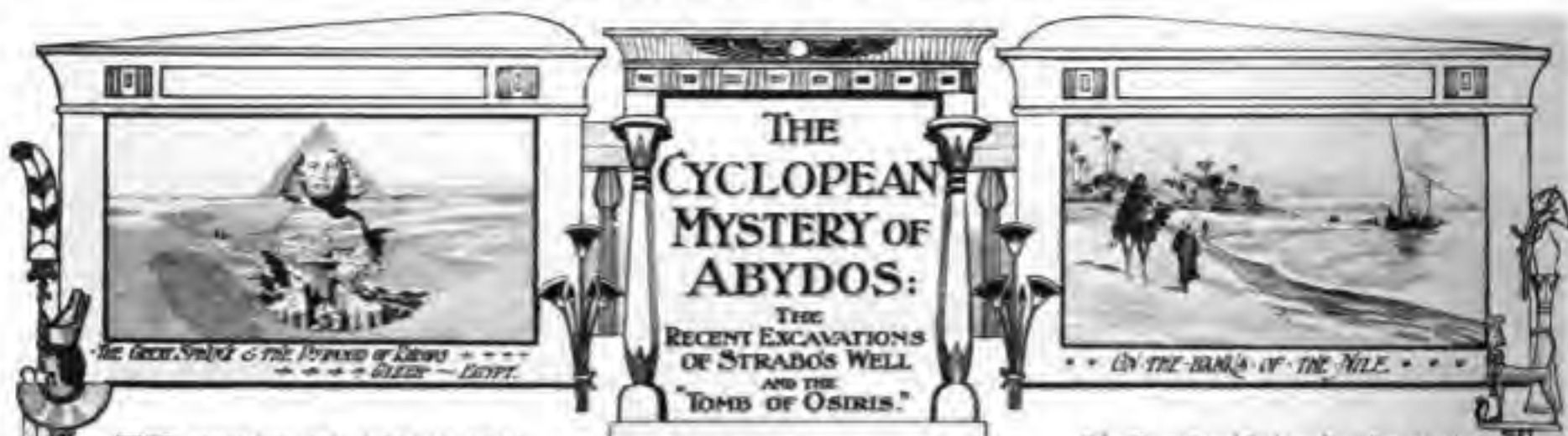


DUE TO APPEAR AT DRURY LANE, IN "BORIS GODOUNOV," TO-NIGHT (MAY 30): M. TH. I. CHALIAPINE.

"Chaliapine Nights" are to be a feature of the present season of Opera and Russian Ballet at Drury Lane. The first of them is fixed for this evening, May 30; when, arrangements holding good, the famous Russian bass will appear in "Boris Godounov." Th. I. Chaliapine was born at Kazan in 1873, and showed signs of his great musical powers at a very early age. In 1894 he sang in St. Petersburg, and a year later he joined the Russian Imperial Opera. Fame really came to him for the first time a

year after this, when he was singing at the Russian Opera House in Moscow. In 1899 he returned to the Imperial Opera House, and since then he has sung with very notable success at the Moscow Imperial Theatre, in Mamontoff's private opera-house in Moscow, in the St. Petersburg Mariensky Theatre, in London, New York, Monte Carlo, Milan, and Paris. He is not only a great singer, but an actor of exceptional dramatic power.





THE excavations made during this winter at Abydos by the Egypt Exploration Fund, under the direction of the present writer, assisted by Professor Whittow, from Boston, Mr. Whitwright, and Mr. Gibson, have given quite unexpected results. They have led to the discovery of a building which at present is unique in its kind, and which probably is one of the most ancient constructions preserved in Egypt: a great pool with porch and the tomb of Osiris. It is situated behind the western wall of the temple built by Seti I., which is the chief attraction of Abydos for travellers. It was entirely subterranean, at a depth of more than thirty feet below the temple, and nothing revealed its existence.

The work started from the western end of the construction, from a colossal door-lintel which had been discovered two years ago at the end of a passage covered with funerary inscriptions of King Menephtah, the Pharaoh of the Exodus. This lintel, of much more ancient date than the passage, is a doorway in a wall extending right and left, and of a thickness of more than twelve feet. On the southern side the corner had been reached. The top layers had been discovered of the enclosure wall, built in magnificent masonry of hard red quartzite sandstone.

This year's work required a considerable number of men. It was begun with 450; at the end there were 650, four-fifths of whom were boys carrying baskets. The sides of the building had to be traced, and tons of rubbish and loose sand had to be removed from the middle; at the end of eleven weeks the whole structure had been laid bare.

It consists of a rectangle, the inside of which is about a hundred feet long and sixty wide. The two long sides are north and south; east is the side of the temple of Seti; west the doorway with the lintel, fifteen feet long, which had been discovered in 1912. The enclosure wall is twenty feet thick. It consists of two casings: the outer one is limestone rather roughly worked; the inner one is in beautiful masonry of red quartzite sandstone. The joints are very fine; there is only a very thin stratum of mortar, which is hardly perceptible. Here and there the thick knob has been left which was used for moving the stones. The blocks are very large—a length of fifteen feet is by no means rare; and the whole structure has decidedly the character of the primitive constructions which in Greece are called cyclopean, and an Egyptian example of which is at Ghizeh, the so-called temple of the Sphinx.

This colossal character is still more striking in the inner part. It is divided into three naves or aisles of unequal size—the middle one being wider. These naves are separated by two colonnades of square monolithic pillars in granite about fifteen feet high and 8½ feet square. There are five of them in each colonnade. They supported architraves in proportion with them, their height being more than six feet. These architraves and the enclosure wall supported a ceiling, also of granite monoliths, which was not made of slabs but of blocks, like the architraves, more than six feet thick. It has been calculated that one of the few of them remaining weighs more than thirty tons. Unfortunately, in one corner only has the ceiling been preserved. The whole building has been turned into a quarry, especially the inside, which was entirely granite. Pillars, architraves, ceiling, everything has been broken and split with wedges, traces of which are seen everywhere, in order to make millstones of various sizes. Several of them, weighing seven or eight tons, have been left.

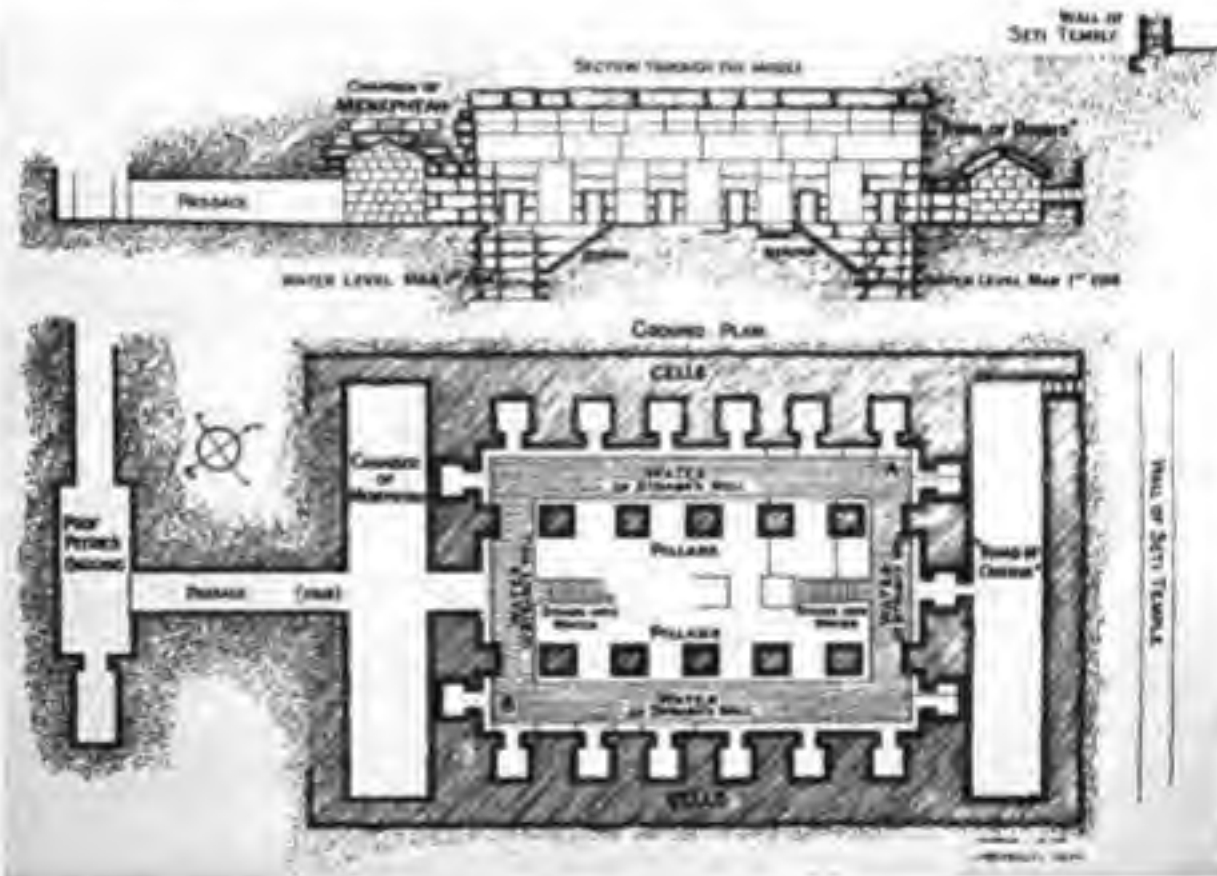
The side aisles only, about ten feet wide, had ceilings. It is doubtful whether the middle nave was roofed. It was, perhaps, only covered at the end over the entrance

to the "Tomb of Osiris." When the work reached the lower layers of the enclosure wall, a very extraordinary discovery was made. In this wall, all round the structure, are cells about six feet high and wide, all exactly alike without any ornament or decoration. They had doors, probably made of wood, with a simple knob; some have the holes where they turned. Such cells are not seen in any other Egyptian construction.

What was still more surprising is that they do not open on to a floor, but on to a narrow ledge which runs on both sides of the nave. There was no floor in these aisles; under the ledge, which is slightly projecting, the beautiful masonry goes on, and at a depth of twelve feet water was reached. It is at the level of the infiltration water in the cultivated land, though the structure is in the desert. This year the Nile is lower than it is known to have been for more than fifty years. Were the river at a normal height, the water would reach the ledge, which is below the cultivated land. Thus the two sides

of the pool, was supposed to have been torn to pieces by the earth. Seti or Typhon, and his limbs had been scattered among the chief cities of Egypt. Abydos being the residence of the god, his story had been the head, which was buried in his tomb. That tomb was very famous, and various excavations have been made for it in vain. When the lower part of the end wall of the nave was cleared, there appeared the door of a cell quite similar to the other ones. The back wall of this cell had been broken through in order to make an opening, a door which had been blocked afterwards with stones. It gave access to a large subterranean chamber, wider than the wall construction, very well preserved, with a ceiling consisting of two slabs leaning against each other. On the sides and on the side walls are hieroglyphic representations like those of the tombs of the kings. It is evidently a tomb, and the sculptures show it to be what was regarded as the tomb of Osiris. The chamber was quite empty except for a heap of sand in one of the corners. When this had been removed, it was found that the sand had come through a hole used by robbers. There was a sarcophagus not unlike any kind. It is not to be supposed that anything of that sort can be found in a construction such as centuries as a quarry.

The tomb of Osiris is of a later date than the pool with its cells. It dates from the time of Seti I., the grandfather of Menephtah, who probably made it when he built his temple. As he has paid, it is probably one of the most ancient constructions which have been preserved in Egypt. It is exactly in the style of the so-called temple of the Sphinx, which is a work of the XVIII. dynasty, and one of its characteristic features of which is the total absence of any inscription or ornament. But the pool is even more colossal. In the temple of the Sphinx the pillars are four feet square; here they are 8½. It is impossible, in spite of the masonry made, especially on the southern side, not to be struck by the majestic simplicity of the structure, chiefly in the corner where the ceiling has remained. Besides, the construction of a character



THE GREAT DISCOVERY AT ABYDOS: PLANS OF STRABO'S WELL AND THE TOMB OF OSIRIS.

By COURTESY OF THE EGYPT EXPLORATION FUND.

and the two ends of the middle nave form a continuous rectangular pool, the sides of which are very fine masonry of large blocks. How much deeper the wall goes than the present level of the water, it is difficult to say; but it probably goes down for another twelve feet. The excavations of next year will reveal what there is at the bottom. It was not possible this year to go farther because of the great number of granite blocks thrown into the pool. They will have to be hauled out, for among them may be statues or fragments of them.

The middle nave is a block of masonry also made of enormous stones, which goes down as deep as the water, and on which rest the pillars of the colonnades. The floor is at the same level as that of the cells and of the ledge. This platform is an island: it could be reached only with a small boat or by a wooden bridge; there is water on the four sides. Even in front of the doorway there is only the ledge; there is no pathway of any kind leading to it. On both sides—east and west—there are two staircases leading from the platform to the water. The last step is about three feet above the present level of the water. In a normal year the two or three last steps would be covered.

The middle nave ends on the east side, the side of the temple of Seti, with a high wall on which are religious sculptures, the only ones in the whole building. They represent offerings made by Menephtah to Osiris, and other gods; and the two important amulets which were generally worn or are found on the mummies. This showed that there was behind the wall something of a funerary character, the tomb of Osiris, perhaps. Osiris, although he was a

quite unknown at present raises many questions which further excavations will, perhaps, solve. Was the pool in connection with the worship of Osiris? Did the sacred boat of the god float on the water? Were the boats of the gods always towed with ropes, the ledge on both sides would be a very appropriate path for the priests who did it. What were the cells made for? Were they reproductions of those which the Book of the Dead describes as being in the celestial house of Osiris? Was the water supposed to have a curative effect; was it an Egyptian Pool of Bethesda?

As for the water itself, it must have been stored for some purpose. The enormous ceilings must have been made in order to prevent evaporation. Is it to be imagined that the old Egyptians made such an enormous construction merely for infiltration water? There is no doubt that it is what is called Strabo's Well, which he describes as being below the temple, and like the Labyrinth at Hawara, but on smaller proportions, and with passages covered by big monoliths. Was there a canal coming from the Nile, as the Greek geographer says? or was the pool filled by the subterranean sheet of water which flows under the desert, the so-called underground Nile, which is now being studied closely by the hydraulic engineers of Egypt? These are a few questions which arise from this discovery; and it is, therefore, most desirable that the generosity of the friends of the Egypt Exploration Fund may provide the society with the necessary financial means for completing this highly interesting and important work. —FREDERICK SCHUBERT.



# A CYCLOPEAN MYSTERY: STRABO'S WELL AND THE "TOMB OF OSIRIS."

SCENIC PLAN BY A. FARRINGTON. (SEE ARTICLE AND PLAN OPPOSITE.)



A RECONSTRUCTION SHOWING THE GREAT HALL; THE POOL WHICH IS STRABO'S WELL; AND THE "TOMB OF OSIRIS":  
THE UNIQUE BUILDING JUST EXCAVATED AT ABYDOS.

The great pool with porches and the "tomb of Osiris" are behind the western wall of the Temple of Seti I., at Abydos. The building consists of a rectangle, the inside of which is about a hundred feet long and sixty wide. "The two long sides are north and south. . . . The enclosure wall is twenty feet thick. . . . The middle nave ends on the east side, the side of the Temple of Seti, with a high wall on which are religious sculptures. . . . They represent offerings made by Menephtah to Osiris

and other gods; and the two important amulets which were generally worn or are found on the mummies. This showed that there was behind the wall something of a funerary character, the tomb of Osiris. Osiris, although he was a god, was supposed to have been torn to pieces by his enemy, Set or Typhon, and his limbs had been scattered among the chief cities of Egypt. Abydos being the residence of the god, its share had been the head, which was buried in his tomb."



# THE CYCLOPEAN MYSTERY OF ABYDOS: THE UNEARTHING

ILLUSTRATIONS BY L. C. GILL



WHERE WHICH, UNEXPECTEDLY, LED TO THE DISCOVERY OF A BUILDING UNIQUE OF ITS KIND: EXCAVATING IN TIER DURING THE UNCOVERING OF STRABO'S WELL AND THE "TOMB OF OSIRIS."



THE REVELATION OF UNKNOWN CYCLOPEAN WORK AT ABYDOS: NATIVES USING DRUM AND ROPE FOR THE HAULING UP OF STONES FROM THE GREAT BUILDING—STRABO'S WELL, A MYSTERIOUS POOL, AND THE "TOMB OF OSIRIS."



THE UNEARTHING OF STRABO'S WELL AND THE "TOMB OF OSIRIS": A GENERAL VIEW OF THE EXCAVATIONS.

In quote from a special article in this issue: "The excavations made during this winter at Abydos . . . have given quite unexpected results. They have led to the discovery of a building which at present is unique of its kind, and which probably is one of the most ancient constructions preserved in Egypt: a great pool with porches and the tomb of Osiris. It is situated behind the western wall of the temple built by Seti I, which is the chief attraction of Abydos for travellers. It was entirely subterranean, at a depth of more than 100 feet below the temple, and nothing revealed its existence. . . . The whole structure has decidedly the character of the primitive constructions which in Greece are called cyclopean and an Egyptian example of which is at Ghizeh, the so-called Temple of the Sphinx. . . . When the work reached the lower layers of the enclosure wall, a very extraordinary discovery was made. In this wall, all round the structure, are wells about six feet high and wide . . . they open on a narrow ledge which ran on both sides of the nave. They



# OF STRABO'S WELL AND THE SO-CALLED "TOMB OF OSIRIS."

EGYPT EXPLORATION FUND



SHOWING ONE OF THE MILLSTONES INTO WHICH THE PILLARS WERE CUT WHEN THE PLACE WAS USED AS A QUARRY IN ROMAN TIMES. BEHIND AT APPROX. ON THE LEFT OF THE MILLSTONE A FINE OF SCULPTURED WALL SHOWING ABOVE SAND.



LEADING TO THAT STRANGE POOL, STRABO'S WELL, WHICH MADE THE GREAT HALL AS INLAND, AND IS ONE OF THE MOST ANCIENT CONSTRUCTIONS IN EGYPT. THE STAIRCASE LEADING TO THE "TOMB OF OSIRIS."



SHOWING THE CYCLOPEAN NATURE OF THE MONOLITHIC PILLARS AND ARCHITRAVEL BACKGROUND, THE MODERN BOUNDARY WALL OF THE SETI TEMPLE.

floor in those aisles; under the ledge, which is slightly projecting, the beautiful masonry goes on, and at a depth of twelve feet water was reached. . . . The tomb of Osiris of a later date than the pool with its cells. . . . As for the pool, it is probably one of the most ancient constructions which have been preserved in Egypt. . . . Was the it in connection with the worship of Osiris? Did the sacred boat of the god float on the water? Since the boats of the gods are always towed with ropes, the ledge on its sides would be a very appropriate path for the priests who did it. What were the cells made for? Were they reproductions of those which the Book of the Dead describes as being in the celestial house of Osiris? Was the water supposed to have a curative effect; was it an Egyptian Pool of Bethesda? . . . There is no doubt that is what is called Strabo's Well. . . ."



## CYCLOPEAN ARCHITECTURE OF EGYPT: RIVALLING INCA WORK AT CUZCO.

PHOTOGRAPH BY COURTESY OF THE ROYAL EXPLORATION FUND.



HUGE MASONRY OF A BUILDING UNIQUE OF ITS KIND AND ONE OF THE MOST ANCIENT CONSTRUCTIONS PRESERVED IN EGYPT: BY STRABO'S WELL—ON THE LEFT AND ON THE RIGHT REMAINS OF THE LEDGE; ON THE LEFT THE ENTRANCE TO A CELL, ABOVE THE LEDGE OVER THE POOL—ON THE RIGHT GREAT BLOCKS OF THE WALL—S.W. CORNER (B ON THE PLAN).

In the article on another page it is written: "The whole structure has decidedly the character of the primitive constructions which in Greece are called cyclopean. . . . When the work reached the lower layers of the enclosure wall, a very extraordinary discovery was made. In this wall, all round the structure, are cells about six feet high and wide, all exactly alike, without any ornament or decoration. They had doors, probably made of wood, with a single leaf; one can see the holes where they turned. Such cells are not seen in any other Egyptian construction. . . . They open on a narrow

ledge. . . . Under the ledge . . . the beautiful masonry goes on, and at a depth of twelve feet water was reached. . . . There is no doubt that it is what is called Strabo's Well, which he describes as being below the temple, and like the Labyrinth at Hawara, but on smaller proportions, and with passages covered by big monoliths. Was there a canal coming from the Nile, as the Greek geographer says, or was the pool filled by the subterranean sheet of water which flows under the desert, the so-called underground Nile. . . ."



## LIGHTHOUSES FOR THOSE WHO SAIL THE AIR: BEACONS FOR AVIATORS

Photographs by Courtesy of the "Scientific American."



ELECTRICAL BEACON FOR AIRMEN.



LIGHT SIGNAL MARK 45.



AIRMEN GUIDED BY BEACONS.



LIGHT SIGNAL 1242.



PORTABLE MILITARY GAS-BEACON.



LIGHT SIGNAL 123.



LIGHTHOUSE AT JOHANNISTAL.



BEACON AT JOHANNISTAL.

"LIGHTHOUSES" for guiding aviators flying at night have now reached a high state of development. As it is put in the "Scientific American," by whose courtesy we use these illustrations: "Whereas the light from beacons in the sea need be seen only in a practically horizontal direction, lights for aerial navigation must so give out their beams as to be visible from any point of space situated above the lowest flying level. A Berlin firm has for some years been engaged in experimental work destined to produce special types of searchlight for aerial navigation. The first type of aerial beacon they evolved was a stationary apparatus



BEACON FOR AIRMEN AT POTSDAM.

that radiated freely in an upward direction beams of light coming from the upper hemisphere, whereas the beams from the lower hemisphere were deflected in a practically horizontal direction by a set of prisms. The type eventually developed, however, comprises several belts of lenses, sending out uniformly in all directions the beams of a lamp placed in the focus. Each aerial beacon must have a distinctive mark of its own, this being the only means of reducing the risk of the aeronaut's losing his way. Such marks are made up of variable successions of light-flashes denoting given figures. The aerial beacons here illustrated are designed

## GUIDING THE AIRMAN FLYING BY NIGHT: ELECTRICAL AND GAS DEVICES; AND LIGHT SIGNALS.

to emit an unlimited sequence of flashes of sufficient luminous intensity. Electric incandescent lamps or gas (e.g., acetylene or Blau gas) lanterns are used as sources of light. One of our pictures shows an electric searchlight comprising special lamps (of up to 50,000 candle-power) surrounded by a lens system which is so designed that the beams of light in clear weather are visible up to 40 kilometers as a minimum. A glass globe covers the lenses on the top, a discharge hood serving to prevent excessive heating in the interior of the lamp. The distinctive flashes previously referred to are produced by a special switch. In flashing the beacons for aerial navigation, the end signal is of great importance. While marking flashes of one and one-half seconds as a maximum

have been found to be absolutely sufficient, a light of about five seconds' duration is desirable for the end signal. Wherever electrical energy is available, the use of electric searchlights will be found preferable, whereas on mountain tops and close to the sea-coast, where there is no supply of electricity, gas-operated beacons are used to advantage. Rotating beacons have also been constructed, which combine the beams of light in a bundle seen as a narrow luminous band reaching from the horizon to the zenith. In order to be seen from all points of space, this band must be given a rotation round its axis. Since the whole radiation given out is crowded into a relatively small space, the luminous intensity of rotary searchlights is much greater than that of belt-less beacons."



## HEALTH PARADE: A REMARKABLE

DRAWN BY G.



WHEN NEARLY EVERYONE APPEARED IN BATH-KIT OR VERY EARLY MOR  
FROM ENG

Describing this drawing of the health inspection of passengers arriving in Australia from England, Mr. Begg writes: "On this occasion, the time fixed for the inspection was 10 a.m. The passengers were lined up in the case of passengers who have joined the ship at Colombo, as the passage from



# SIT TO THE DOCTOR ON A LINER.

ARTIST, S. BEGG.



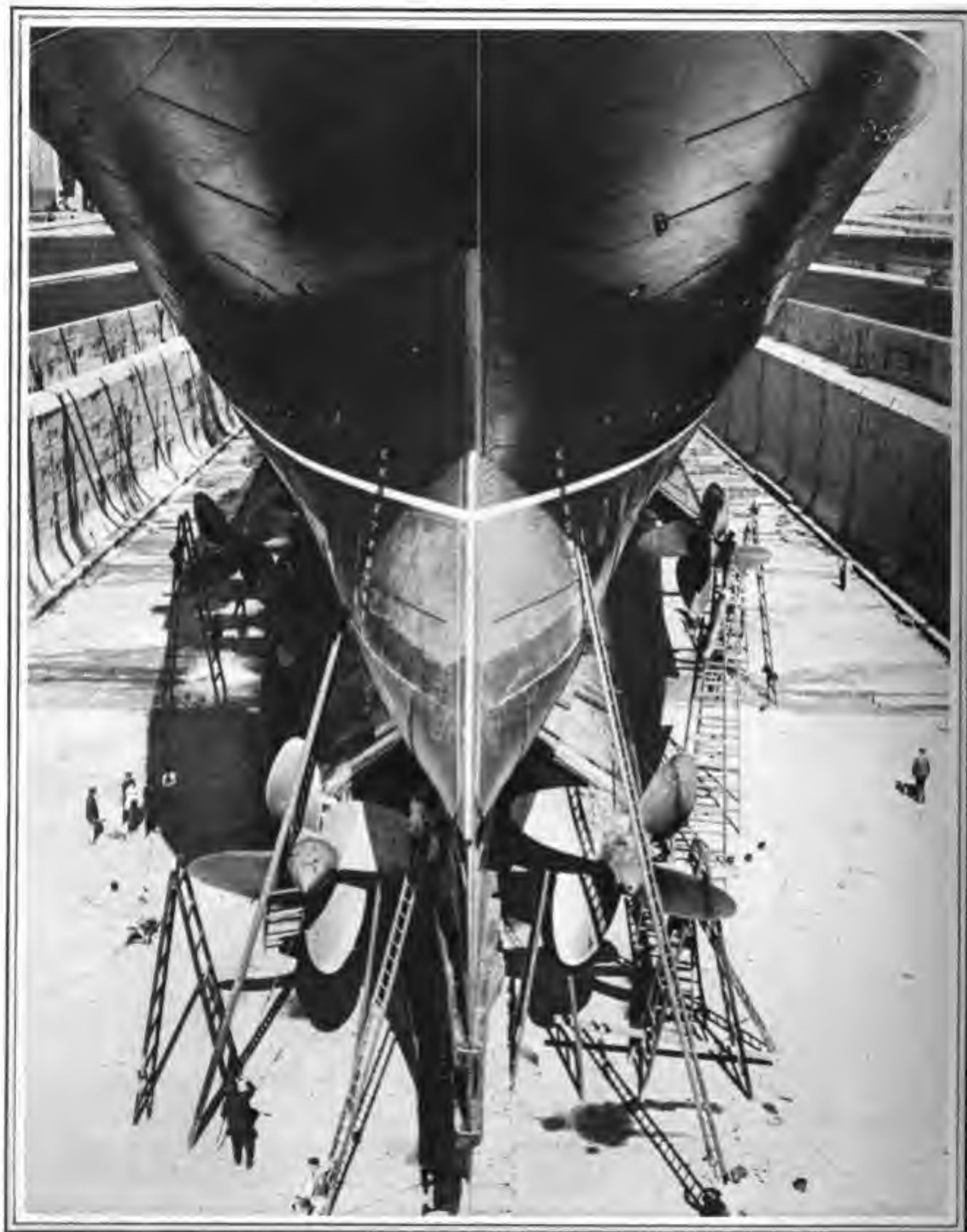
## 6 DRESS! THE HEALTH INSPECTION OF PASSENGERS ARRIVING IN AUSTRALIA D—AT 6 A.M.

ix in the morning, was too early to allow for dressing in comfort; so nearly everyone appeared in bath-kit or very early morning dress! The inspection is particularly  
to Australia is too short by a day or so to permit the full development of certain Eastern diseases."



# A SHIP FOR WHOSE LAUNCH THE CLYDE HAD TO BE DEEPENED!

Photograph by L.X.A.



GIVING AN EXCELLENT IDEA OF THE SIZE OF THE GIGANTIC CUNARDER "AQUITANIA": THE STERN OF BRITAIN'S LARGEST LINER; SHOWING PROPELLERS.

The great Cunarder "Aquitania," aboard which, it was arranged, a music-hall entertainment should be given on Friday (May 29) as a preliminary to the vessel's sailing from Liverpool for her maiden voyage on the following day, is Britain's largest liner, and has a number of remarkable features, apart from her size. Those which appeal most, perhaps, as novelties are anti-rolling tanks, a gymnasium, a Pompeian swimming-bath, lifts, an ivy-clad garden-lounge, an art gallery, a "Greenwich Hospital" smoking-room, verandah cab's, and a "Rotten Row" promenade. The

ship is so big that the Clyde had to be dredged before she was launched, to provide proper depth of water for her to float upon. Her length is 904 feet; her breadth, 97 feet; her depth to the boat-deck, 92 feet 6 inches; her gross tonnage, 47,000; her speed, 23 knots. She accommodates 3250 passengers and a crew of nearly 1000. Extending throughout her most vulnerable parts, there is a ship within the ship; in other words, there are two shells, the inner and the outer, both water-tight; and numerous other safety devices. There are eight decks on which passengers are carried.



## GETTING RID OF GRASS-EATERS: CATCHING KANGAROOS BY THE SCORE.

DRAWN BY H. W. KOKKOSK FROM A SKETCH BY JEFFREY SILANT.



## IN THE "WINGS": DRIVING KANGAROOS DOWN A "FUNNEL" OF SCRUB INTO A PALISADE-YARD.

Describing his sketch for this drawing, Mr. Jeffrey Silant writes: "In those parts of Australia where kangaroos become a pest, eating-out the squatters' grass, so that none is left for the cattle, it is necessary to destroy the animals. A large circular palisade-yard, 13 or 14 feet high, is built, and from the gate of this two brush 'wings' fan out, for, perhaps, 3 or four miles, towards the kangaroos' favourite feeding-ground. The mouth of the wings may be 1½ to 2 miles across. The wings themselves are only about 5 feet high, an easy jump for a kangaroo; but are so built that they look uninviting. The first layer of brush is about 3 feet high; against this is laid out scrub, so that the butts stick up and point inwards—if an animal 'hits' in an attempt to jump a 'wing' the little 'tree' will rear up and tip him backwards. The yard and wings

finished, the owner of the station invites his neighbours and their stockmen to the drive. The horsemen approach the kangaroos in half-circle formation, and drive them at full speed to the mouth of the wings. Once they are in the wings, the stockmen make as much noise as possible with their stock whips and shout, driving the kangaroos before them down the funnel and into the circular yard. The two outer wing-men ride on the outside of the wings, to prevent kangaroos jumping out. As soon as the kangaroos are in the yard, the gate is slammed. Then the men dismount, climb the fence of the yard, and, armed with stout 'waddies,' kill the bag. The bodies are eventually burnt. If time is not pressing, the stockmen may take the best of the hides. The hide is the best leather for stock whips, and is used also for boots and bookbinding."



# BIRDS WHICH DO NOT ALWAYS IN THEIR LITTLE NEST

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1. FEEDING ITS YOUNG: THE FEMALE OF THE CALIFORNIAN BUSH-TIT.
2. ON THE LOOK-OUT FOR MOTHER: YOUNG OF THE BELTED KINGFISHER (CERYLE ALCYON).
3. THE MOTHER WAITING BELOW WITH FOOD UNTIL PEACE HAS BEEN RESTORED: YOUNG CHICKADEES QUARRELLING.

4. CLAMOURING FOR FOOD: TWO NESTLINGS OF THE BLUE-BIRD, SO YOUNG THAT THE EYES HAVE ONLY PARTIALLY OPENED.
5. BEARING A SPIDER TO ITS NEST: A FEMALE ROSE-BREADED GROSBEEK.
6. YOUNGSTERS WHICH HAVE LEFT THE NEST TO INTERCEPT THEIR PARENTS: HOUSE-WREN.

One cannot but feel satisfaction in the reflection that the attempt to portray the domestic economy of birds began in England with the work of Mr. R. B. Lodge and the Kearnings. It has happily found many disciples. The latest of these is an American ornithologist, Mr. W. L. Finley, who has succeeded in securing some delightful pictures of some of the pygmies of his native land. While the camera reveals, on the one hand, new aspects of bird-life, it certainly no less destroys some of our most cherished notions on the other; for, among other things,



# AGREE: DOMESTIC SCENES IN THE FEATHERED WORLD.

AMERICA BY WILLIAM L. FINLEY.



7. QUARRELLING: TWO YOUNG WESTERN YELLOWTHROATS (*GEOTHLYPIS TRICHAS*).
8. FEEDING A NESTLING: A FEMALE HINE-BREADED GROSBEEK.
9. A QUARREL STOPPED BY THE ARRIVAL OF FOOD: YOUNG WESTERN YELLOWTHROATS WITH ONE OF THEIR PARENTS.

10. BEING FED: YOUNG BLACK-HEADED CHICKADEES, OR TIT-MICE.
11. NESTLINGS WHICH, WHEN THEY GROW UP, WILL PREY UPON MICE AND YOUNG BIRDS: YOUNG LOGGERHEAD SHRIKES, OR BUTCHER-BIRDS.
12. TAKING A SUN-BATH OUTSIDE THE NEST: YOUNG BUSH-TITS.

Mr. Finley has fairly conclusively shown that we can no longer profess to believe that "birds in their little nests agree." However, most of us have found so many other statements of "the late Dr. Watts" are equally untrustworthy that another more or less will come as no great shock. Observation seems to show that the tendency to quarrel is one of the earliest instincts among birds, which in this respect afford, not a contrast, but an analogy, to the occupants of human nurseries.



## ART, MUSIC,



A GREEK ARTIST DEPICTING AN AMAZON.



## &amp; THE DRAMA.



A PORTRAIT OF A WOMAN-PAINTER.

## MUSIC.

THE Drury Lane opera season opened under most favourable conditions with a performance of Dr. Strauss's fascinating opera, "Der Rosenkavalier." A new Octavian, Miss Charlotte Uhr, made a very promising début; she can act and sing, she enters into the spirit of a difficult part, and she charmed a critical audience. In reviving Mozart's "Magic Flute," Sir Joseph Beecham makes an attempt to interest us in those operatic factors that delighted our grand-parents. For a soprano singer to reach the high F is a matter of interest, but there is not necessarily much beauty in scales. The old coloratura singers have gone; musicians do not write for them any longer. An opera must have a coherent and fairly reasonable story; there is nothing of the kind in Mozart's "Magic Flute." There is sheer nonsense set to delightful music. Tribute is due to Mr. Thomas Beecham for conducting both "Der Rosenkavalier" and "Magic Flute" with very great skill.



"THE GREAT GAMBLE," AT THE HAYMARKET: MISS SARAH BROOKE AS THE BUSINESS MAN'S WIFE, WHOSE ADVENTURE WITH THE COLONEL MAKES HER REPENT BITTERLY.

At Covent Garden, where Montemezzi's new opera, "L'Amore dei Tre Re," is on the point of production, under the direction of Signor Moranzoni—a conductor new to London who has directed the opera in Boston and Paris—"Rigoletto" has been revived for Miss Melba, who was not at her best; Mr. John McCormack, who has not yet become an actor; and M. Dinu Gilly, who is a skilful actor, but was not in very good voice last week. It was interesting, perhaps a little amusing, to note how Signor Polacco endeavoured to treat the score as though it were great music. A great regard for Verdi is due from all musicians, but admiration is called for by the later operas, not by "Rigoletto," which sets out all the emotions in their purely lyrical aspect, and, if they lack such aspect, creates one for them. It is to be hoped that the Syndicate will redeem its promise to revive "Falstaff" this season, for in this opera we have a great master at his best.

"L'Amore dei Tre Re" is an opera with a story that would have delighted the simple visitors to the Victoria, Sadler's Wells, and the Britannia in the days when melodrama had not been challenged by the picture-theatres. There is a bad, bold, blind baron named Archibaldo (Adamo Didar) who loves his son's wife, Flora (Mme. Edvina). She does not love her father-in-law, or even her husband, Manfredo (Francesco Cigada); her choice is given to a young noble named Avito (Giulio Crimi). Archibaldo suspects the intrigue, forces Flora to confess, strangles her, and puts a deadly poison on her lips. Avito comes to embrace the dead body and is poisoned. So, too, unfortunately, is Manfredo, who has forgiven the unfortunate sinner; and when

IN DE THE MARSHALLS IN "DER ROSENKAVALIER," AT DRURY LANE, ON JUNE 4: FRÄULEIN FRIDA HEMPEL.

FRIDA HEMPEL was born in Leipzig, studied in Berlin, and made her first appearance at the Opera in Schwerin, where she was engaged for five years. In 1907, she was transferred to sing before the German Emperor in the castle in Berlin, and, as a result, she received from a princely contract with the Royal Opera House in the Prussian capital. Photograph by Hopp.

the bold, bad, blind baron aforesaid comes to gloat over the death of Flora's unknown lover, he finds that he has inadvertently killed his own son. It will be agreed that this is a serious and regrettable mishap. Of the music we hope to write next week. It has made a very marked impression in Italy and in the United States. The composer, Italo Montemezzi, is in his thirtieth year, and this is his fourth opera.

Dr. Richard Strauss is to conduct the Queen's Hall Orchestra on Friday, June 26, and the programme will be composed of the works of two great men—Mozart and Richard Strauss. The G-minor Symphony is the work chosen to represent Mozart, and Dr. Strauss will be represented by three tone-poems and two overtures.



MR. JOHN LAVERY, A.R.A., AN EXHIBITION OF WHOSE WORK OPENS AT THE GROSVENOR GALLERY ON JUNE 5.

Mr. John Lavery, the well-known A.R.A., was born at Belfast in 1857, and studied in Glasgow, London, and Paris. Pictures of his are in the National Galleries of Rome, Berlin, Dublin, and Brussels; in Munich; the Louvre; the Philadelphia Gallery; Leipzig; Mannheim; Vienna; the National Gallery, Toronto; the Corporation Galleries of Manchester, Glasgow, and Bradford; and elsewhere. Mr. Lavery is R.S.A., R.H.A., A.R.A., R.R.O.I., Chevalier of the Crown of Italy and of the Leopold of Belgium; Member of the Société Nationale des Beaux-Arts, Paris; the Salmagundi of Berlin, Munich, and Vienna; and the Society of Spanish Artists, Madrid. Photograph by Hopp.

## THE PLAYHOUSES.

"THE GREAT GAMBLE," AT THE HAYMARKET.

LOVE is what Mr. Jerome means by the title of his new Haymarket play, "The Great Gamble," and the piece is a mixture of satirical farce and fantasy—a "Midsummer Night's Dream" with a modern setting and modern batches of lovers. If the truth must be told, the playwright has collected here rather too many examples of love in their movements; so many couples, in fact, that they become rather unmanageable, and the play is too much like a procession with dialogue, often extremely neat and witty, swamping the action. There is also rather too crude a touch in both the farcical and the fantastic scenes; it is difficult to follow in the wake of Shakespeare. Still, Mr. Jerome started in such high spirits when he sought to show what



"THE GREAT GAMBLE," AT THE HAYMARKET: MR. EDMUND MAURICE AS THE COLONEL, WHO HAS A BROTHER-AND-SISTER SLOPES WITH THE BUSINESS MAN'S WIFE.

have the pipes of Pan and the arrows of Cupid might effect among a set of Swiss boarding-house guests, that the mere momentum of his original impulse and variety of his characters carries him along. The play is particularly well acted; but to pay compliments, however richly deserved, to Mr. Edmund Maurice's delightful Colonel, Mr. Sherbrooke's peppery City man, Mr. Hewetson's pessimistic minor poet, and to the work of Mr. J. V. Bryant, and Miss Hilda Bailey and Miss Sarah Brooke, is to do some injustice (by omission) to other members of a cast of all-round excellence.

## THE GALA PERFORMANCE AT HIS MAJESTY'S.

Slow is the recognition accorded to living playwrights in gala performances. Usually choice falls on a piece at least sixty or more years old, and perhaps moribund at that. It marks, therefore, a very great advance, that for the programme devoted to assisting the Actors' Pension Fund, His Majesty fixed on "The Silver King," almost the prentice work of that veteran, Henry Arthur Jones, but yet almost a classic in melodrama, of which its author has no reason to be ashamed. Moreover, it admits of the possibility of a "star" cast. A rare joy it was on Friday of last week to watch Mr. Willard, emerging from retirement for the occasion, once more in his rôle of "The Spider," a more sedate performance now. And in default of Wilson Barrett, we could hardly have had a more moving hero than Mr. H. B. Irving's Wilfrid Denver. Miss Lillah McCarthy must have played the sad wife often in old times; she gives us still the emotional scenes for all they are worth. And who is not glad to renew acquaintance with Mr. Murray Carson's railway porter, and Mr. Ambrose Manning's snaky villain? A host of famous players, headed by Sir Herbert Tree, figured in the minor rôles.

(From "The Playhouse News" columns in the Illustrated London News.)



## A GREAT ENGINEERING FEAT AT WORK: ON THE PANAMA CANAL.

Photographed by HALLER.



TOWED BY ELECTRICALLY-DRIVEN LOCOMOTIVES ON LINES SUGGESTING SWITCHBACKS: THE TENDER "SEVERN" ENTERING THE MIDDLE EAST CHAMBER OF THE GATUN LOCKS.



SUBMARINES ON THE PANAMA CANAL: THE TENDER "SEVERN," FOLLOWED BY SUBMARINES OF THE UNITED STATES NAVY, IN THE LOWER EAST CHAMBER OF THE GATUN LOCKS, WAITING FOR THE WATER TO BE LOWERED TO SEA-LEVEL.

That great engineering feat, the Panama Canal, showed yet another sign of coming to full fruition when, in the middle of May, a tug pulling five loaded barges passed through the Miraflores and Pedro Miguel Locks and the Culebra Cut, thus marking the beginning of a regular barge-service through the Canal. The formal opening of the great waterway has been fixed for January 1, 1915, but meantime sections of the Canal have been in use with a view to testing the machinery, and in February last President Wilson said that he anticipated it would be open for general traffic before the end of

this year. The elaborate and complicated mechanism for working the locks is all operated by electricity from a centralised control, and the same power drives the towing locomotives. Recently five United States submarines spent four weeks in the upper chamber of the Gatun Locks, which was emptied so that the vessels could be cleaned and repaired. Afterwards they went through evolutions in the Gatun Lake, and were then towed back to Colon with the tender "Severn." This was, it is said, the first time the towing locomotives were used.





Chas. Sec. Browne. *Bookman*: As my time passes, I shall be more and more convinced that the *Bookman* is the best of all.

### "The Music of the Bible."

The late Sir John Stainer, composer of "The Crucifixion" and the "Sevenfold Amen," to name two of his most popular works, found time in his busy and useful life to write one or two books. Of these, perhaps the best known outside the limited world of students and professors is "The Music of the Bible." It was first published in 1879, and was made up very largely from contributions to a periodical called the *Bible Educator*. The work was well received, and has been for many years out of print. The new edition (Novello) has been brought up to date by the Rev. F. W. Galpin, a well-known authority on musical instruments, who can remember the publication of the original edition, and has kept in close touch with modern discoveries that have widened the field of Biblical research and thrown fresh light upon many matters formerly in dispute. Babylonia, Egypt, Arabia, Carthage, and Crete have yielded some of their secrets since Sir John Stainer wrote, and photographs of ancient sculpture and of actual instruments add considerably to the value of the new edition. The arrangement is simple and easy to follow. After a careful introduction, sections are given to stringed instruments—the kinnor or lyre, the harp, and the Greek lyre or kithara. Wind instruments are examined next—oboe and flute, organ, bagpipes, horns, and trumpets; and then the instruments of percussion—cymbals, rattles, and tambours. Of these old-time instruments the bagpipes are mentioned in the Book of Daniel, and have been wrongly translated into the Authorized Version as "dulcimer." The pipe was common in Asia, and terra-cotta figures playing on bagpipes were discovered some years ago at Susa in Persia. The date of these figures is set down at 800 B.C. There is an extremely interesting chapter on vocal music, treating of signs, accents, scales, melodies, and chants; and some valuable appendices, the last of which discusses the curious ram's horn known as the *shophar* and still sounded in every Jewish synagogue at certain seasons of the year. It is the blowing of the *shophar* that announces the termination of the great Fast of Atonement, and the same ancient instrument, so hard to manipulate and so limited in range, that is used at the Jewish New Year and at the subsequent Festival of Tabernacles. Mr. Galpin has done his share of the work with discretion, and largely in the form of supplementary

notes. He enjoys the advantage of knowledge that never came within Sir John Stainer's reach, and it speaks well for the study that went to the making of the first edition that there is so little in the views expressed to correct or modify. Not only close students of the Bible, but all who are interested in the earliest forms of music-making, will welcome the timely reprint of a book that was becoming rare.



### FROM HUNTING BOW TO DULCIMER: A SUGGESTED ORDER OF THE EVOLUTION OF STRINGED INSTRUMENTS.

"The played harpings of the strings of the primitive hunting bow: (1) the elements most probably led to the construction of all stringed musical instruments." (2) is a hunting bow. (3) is a primitive harp. (4) is a kithara. (5) is a lyre. (6) is a bagpipe. (7) is a horn. (8) is a trumpet. (9) is a dulcimer. (10) is a harp. (11) is a lyre. (12) is a bagpipe. (13) is a horn. (14) is a trumpet. (15) is a dulcimer. (16) is a harp. (17) is a lyre. (18) is a bagpipe. (19) is a horn. (20) is a trumpet. (21) is a dulcimer. (22) is a harp. (23) is a lyre. (24) is a bagpipe. (25) is a horn. (26) is a trumpet. (27) is a dulcimer. (28) is a harp. (29) is a lyre. (30) is a bagpipe. (31) is a horn. (32) is a trumpet. (33) is a dulcimer. (34) is a harp. (35) is a lyre. (36) is a bagpipe. (37) is a horn. (38) is a trumpet. (39) is a dulcimer. (40) is a harp. (41) is a lyre. (42) is a bagpipe. (43) is a horn. (44) is a trumpet. (45) is a dulcimer. (46) is a harp. (47) is a lyre. (48) is a bagpipe. 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## ART NOTES.

OF all the exhibitions of drawings, prints, and lithographs that might come our way from Paris, none would be so powerfully attractive as the Steinlen Exhibition at the Leicester Galleries. Superior persons it is true have a way of answering "Jodelou-Lautrec?" to anybody who says "Steinlen." Their man, obviously, has greater wit and greater mastery of his own particular loose line: he has, too, an infinitely greater humanity. Lautrec is so consistently and grossly brutal that any exhibition of his work would necessarily be hateful to look upon. He was incapable of dealing with the perfectly honest subject, and though Steinlen is capable of most degrees of brutality, his range of vision also includes all degrees of honesty.

Human, too, is a name often set against Steinlen, as if force and cruelty of line necessarily counted for more than goodwill. But Steinlen is unambiguously distressing; he may be cruel out of pity for suffering, but the things most often seen on his page are oppression and vice and stupidity. In countless drawings Steinlen leaves out all three. The bustle of the streets when at closing time the shop-girls look arms for a homeward walk is gay in his cartoons; his washerwoman's only burden is often the great bundle at her side; his school-children are happy and inconsequent; his crowd in other words, is of every age. He has as quick an eye for a simple workman as for a seely anarchist, and though he knows all forms and shapes of degradation, he has never lost his appreciation of the good souls who jostle elbows with the disasters of the pavement.

At times Steinlen can be as freckled as Willott. There is in this exhibition a lithograph of a girl weaving her handkerchief from a high balcony with all the fluttering grace and charm of a Willott damsel. Her Willottie has been as strongly gripped by levity and prettiness as Steinlen has been gripped by squalor and distress. Both, in their two ways, are false to the general truth, and even if you amalgamate them you get the two extremes and nothing in between. Steinlen covers the whole range of modern life. The country priest, the tram-conductor, the grain, restaurant-keeper of Montmartre, the young lovers of a Normandy village, the starving family of a



UNLUCKILY TOO LATE FOR THE ACADEMY — IN WINTER'S GRIP.  
BY JOSEPH FARQUHARSON, A.R.A.

Mr. Joseph Farquharson, the well-known artist, who has exhibited at the Academy for many years, had a stroke of good luck this year. His picture went, by accident, different at Burlington House after the official date, and consequently had to be resold.

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garret in the dense heart of Paris, the student, the official, all these Steinlen has drawn to the life—all these, and all the rest besides! He is interesting because his own interest never flags—or, rather, because it has never flagged until quite recently. To his later drawing, unfortunately, he has admitted one kind of class prejudice—a class prejudice that ties him to a melancholy and starved-looking community. He now seeks to impress us with his sympathy for one type of unfortunate; but the result is much less potent than when he held a roving commission for the depicting of all sorts and conditions of life.

His appetite for variety never wholly obscured the important issues. You can no more look at a hundred or so of his *Gil Blas* cartoons without drawing your conclusions than you can take a bus-ride from Hyde Park Corner to Whitechapel without drawing conclusions. Having shown you everything, with a grain for refraining from violent emphasis, he inevitably makes two or three things very clear, just as the vast reality makes them clear. You cannot look at Steinlen without being wholly conscious of youth and age, innocence and sin, poverty and riches. But perhaps I do wrong in not mentioning the immortal cats? M. Anatole France adds a note to the catalogue, but very little to our knowledge of his friend. E. M.

Gala week at Bad Nauheim, with a series of special amusements, has been arranged to last from June 1 to 7. The Grand Ducal Administration is always at pains to please the many metropolitan visitors to this charming resort nestling in the foot-hills of the Taunus Range. The programme provides concerts in the woods and on the famous terrace; Venetian night fairs, with the illumination of the lake, torchlight processions, and symphony concerts under the conductorship of Professor Hans Winterstein, and the co-operation of the well-known singer Madame Charles Calvi, of Munich. On the Friday there will be a window-dressing competition, and a concert in the streets of the town. On Saturday there is to be an all-fresco evening fête, with illumination of the famous Kurhaus Park, and fairy dances. A special Festival Concert, conducted by Professor Hans Winterstein and A. Menckelshorn, will conclude the "Nauheimer Woche."

To obtain a copy in colours—see below.



*The "Derby Day"*  
Epsom 1857. Reproduced from the original painting by  
W.P. Frith R.A. by permission granted to Andrew Usher & Co. Distillers, Edinburgh.

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## THE PLAYHOUSES.

## "PLASTER SAINTS" AT THE COMEDY.

THE subject of Mr. Zangwill's new drama, "Plaster Saints," is, perhaps, not exactly the Nonconformist conscience, but it is, at any rate, that notion of a ministry of souls, that ideal of the "pastor" as above human weaknesses, which is more common amid Dissenters than amid Churchmen, and almost makes for hypocrisy. The Rev. Dr. Rodney Vaughan is a shining light of Nonconformity, and yet his wife is horrified to discover that he has got his former secretary "into trouble." In other words, the girl has left her employment to give birth to a child of which

The plot is easily explained, but it costs its inventor a plethora of rhetoric to expound, for Mr. Zangwill has not the knack of succinctness in dialogue. His characters are inevitably didactic, inevitably deal in dialectic. Dr. Vaughan's, for instance, is an extraordinarily verbose part, and even so conscientious and practised an actor as Mr. Sears must find all his powers taxed never to forget a single one of his lines and to make so strenuous an effort as he does after consistency of characterisation, despite the minister's changes of front. Condolences are his desert, as well as congratulations. Miss Grace Lane again has a hard task set her in winning sympathy for a wife who is supposed to be implacably resolved on

her man's confessing his sin so long as he and she only are concerned, but is all the sadder when her daughter's matrimonial prospects are affected. Such enslavement as hers to the conventions is hard to reconcile with rigid morality; but the actress's sincerity contrives to overcome the contradictions. Quite a crowd of artists whom we associate with the Play Actors—Miss Inez Wessman, Mr. Harold Chapin, Miss Gullian Scudle, Mr. H. K. Ayld among them—assist in the interpretation. It is only right that the society which introduced "The Melting Pot" should have a hand in recommending its successor.

Other Playhouses: *See p. 918.*

At the Annual General Meeting of the "Sanitas" Company held recently

at their Lincolnton (London) factory—Mr. C. T. Kingzett F.I.C., F.C.S., the Chairman, presiding—the usual dividend of 7½ per cent. (which has been paid regularly for many years) was again declared, the sum of £1000 being placed in reserve account, £1000 to contingency account, and £2750 15s. 6d. carried forward. The chairman directed attention to the

very satisfactory increase which had taken place in the sales of the company's manufactures.

With the return of Whitsuntide, the New Palace Steamers, Ltd., once more announce their popular sailings. On Saturday, May 30, the *Royal Sovereign* will do the first run this season—leaving Old Swan Pier daily at 9 a.m., calling at Tilbury, Southend, Margate, and Ramsgate (Fridays in June excepted); while her sister ship, the *Kok-i-noor*, will commence the sailings to Deal and Dover on Sunday, July 5. The "Husbands' Boat" starts on Saturday, July 4, and will continue throughout the season. The fifteen-day circular tickets by the South Eastern and



WHERE THE WORLD WAS "SET FREE": THE VIEW FROM ABOVE BRISSAGO, LOOKING TOWARDS THE SWISS END OF LAKE MAGGIORE.

Brissago, a quaint little village on the western shore of Lake Maggiore, and one of the loveliest places of that lovely region, is becoming known as an ideal spot for a health holiday. Among the craft on the lake are small Swiss and Italian warrens for the lake fish for smugglers. Brissago, it may be noted, is the spot chosen by Mr. H. G. Wells in his latest book, "The World Set Free," as the scene of the final world-war, concluded by the victorious nations after the Armageddon of the twentieth century. (Photograph by H. G. Wells, London.)

the popular preacher is the father. After denying his culpability recklessly, Dr. Vaughan admits his fault and proposes to make public acknowledgment; and then, because his wife changes her attitude, because he does not wish to spoil his daughter's chance of achieving a successful marriage, agrees to conceal his offence and continue his propaganda for certain good causes in layman's guise.



THE ANALPI OF THE ITALIAN LAKES: BRISSAGO, ON LAKE MAGGIORE—THE GRAND HOTEL AND MONTE LIMIDARIO.

The green slopes behind Brissago, with little villages nestling in their wooded folds, mount up to the heights of Monte Limidario. Brissago is close to Locarno, and can be reached in a quarter of an hour by the hotel motor-car, or in about half-an-hour by a lake steamer. The Grand Hotel is one of the best in the lakes. There are facilities for boating, bathing, and tennis, an English chapel, and all the requirements of a modern resort.

Photograph by H. G. Wells, London.

Chatham Railway, down by boat and back by rail, have again been arranged. Special arrangements are being made this season for parties, large and small, wishing to have the benefit of a full day on the water at a greatly reduced price (per head). Terms, to include the day's trip, hot luncheon, and lobster tea, will be quoted on application to 77, King William Street, E.C.



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*By John Everett*

*— "Oliver Twist" —*

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## LADIES' PAGE.

A FEATURE of the Season is the revival in dancing: people are now interested not only in watching the professional stage-dancer of either sex, but in taking that actual personal exercise in this way which is so surprising to Easterns. Indians and Japanese alike express candid astonishment at the European practice of rushing about in ball-rooms in vigorous but strictly rhythmical movement. To the Oriental mind, dancing is something that should be professionally done only, to amuse the host and guests looking on. They cannot comprehend men and women dancing as partners, except as a scheme for flirting! The Japanese artist, Yoshio Markino, who writes so amusingly in English, recounts that he was frankly amazed when his host on his arrival here, who was "an old man of about sixty," stated that he was going to a ball, and that he was going because he loved dancing. "And with whom do you dance?" the Japanese inquired; "with your own wife, or with some other old man?" To which the English gentleman drily replied: "Not quite necessarily," and explained that he preferred dancing with girls; whereupon the Oriental comments—"What a madly flirting nation they are, these English! They flirt until they die."

To know the sensation of the pure pleasure of graceful, measured movement, however, is enough for those who dance well; and if balls seemed out of favour with young men for some time, it was chiefly owing to their neglected early education in this respect. For some seasons past there has been an obvious reaction in favour of this exercise, and now there are as many eager dancing boys as there are girls at balls. The Prince of Wales is a very good dancer, and danced nearly the whole programme at the State balls last year. In this he follows the example of his father; all sailors can dance, and the King was no exception. One of his Colonial hostesses has recently recounted that the sailor Prince said quietly to her—"Couldn't we cut the dinner a bit, and get to the dancing sooner?" In the youthful Court that is now growing up, dancing obviously will be increasingly favoured, and mothers should have their little sons taught betimes, to save them from being "cut of it" or awkward and ill at ease in a few years' time. Dancing was commended by Plato so warmly that he proposed schools for it at the public expense. Locke, in his great work on education, commends dancing as a branch of it; and of course we know that King David led the dance in person—high authority!

Dress is a great hindrance or help in dancing, and the present style, with a skirt not too narrow for movement and yet not wide enough to catch the ankles and hamper the steps, is very favourable for enjoyment in dancing. Though dinner-gowns are very often provided with narrow loose trains, it is the fashion to have dancing-frocks quite short. Simplicity rules in the make; supple satin in most cases forms the sheath foundation, and suit draperies



THE POPULARITY OF PLAID.

The above is a smart walking dress in the popular "cheese-board" plaid, with Madras collar and belt and such trim in black satin. The hat is of black velvet with wings.

of most beautiful vaporous tissue are applied thereupon. Three flounces of about equal depth, very fully pleated, but of so soft a fabric as to fall close to the figure while still, form one favourite method of applying the drapery. Again, the "lamp-shade" tunic is successful when beheld in the light and swirling reality of tulle or chiffon, as it may not appear in the fixed lines of a drawing. An effective gown that I saw lately was in black soft satin (for black is now permitted in the ball-room) draped with two flounces of black tulle, each edged with a narrow line of jet. On the skirt, falling from under the lower flounce and visible through it, were chains of jet irregularly looped, and similar chains formed the whole visible means of support for the corsage over the shoulders, as there was no vestige of sleeve; draperies of tulle on a scant foundation of folded satin constructed the corsage, which was closed below the middle of the figure by a huge magenta rose; in the hair, a black and a magenta osprey stood out in reverse directions.

Another smart ball-dress was of pink tulle sprinkled over with small diamonds, and put on the skirt in three-tiered pleated flounces; the corsage was like a little coat of heavy guipure lace embroidered with amethysts, diamonds, and gold. This was fitting over the hips and up to the shoulders behind, cut well away in front, and just carried, as it were, on a wide band of pansy-coloured velvet across the front of the figure, whence narrow beetles of mingled pink and pansy-coloured tulle narrowly covered the point of the shoulders. Then a long but very narrow stole of the purple velvet fell from beneath the shoulders and was weighted near the knees behind with a big gold gland, and a line of the jewelled embroidery. There is so much ease, such a looseness of general effect in the application of the fragile chiffons, nuns, crêpes, and tulle employed that description is difficult, and the main idea is to give an air of careless arrangement and lack of stiffness, especially to the dance frocks of girls.

More complex was a gown made for a wealthy woman wearing middle-age for her own dance. The fabric was a rich brocade, the ground pale blue, the pattern, roses and leaves in silver. It was very supple, nevertheless, and draped gracefully for the skirt; a very narrow train fell from the waist, loose from about the middle of the skirt, so that it could be held up while dancing. There was a deep belt of dark-blue velvet, and from this pleatings of silver lace were carried to build a kimono sleeve and corsage; then the idea of the whole was a Cavalier cape of fine old Brussels lace slung ingeniously from each shoulder, weighted with a rich gold-and-diamond embroidery—the first appearance that I have noted of the popular cape effect on evening-dress; it was drawn down behind between the shoulders, and caught on at the bust on either side in front. For the debutante daughter of the same lady was a charming frill of shell-pink tulle covered from knee to feet with a froth of tiny flouncelets of chiffon in the same colour, and having pinners of the chiffon outlined with moss roses. FLORENA.

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I have used the samples of Biomalz which I find an excellent means of increasing physical energy and improving the general condition. I have noticed especially an obvious improvement in the colour of the complexion, stimulation of appetite, and increase of body weight.

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1914



ANOTHER SHORT CHAT ABOUT

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## THE CHRONICLE OF THE CAR.

## Alcohol for Motor Fuel.

Judging by the statements made at a luncheon given last week by the Alcohol Fuel Committee of the Imperial Motor Transport Council, a fair amount of progress is already being made in the matter of adapting alcohol for use as motor fuel. By this I do not mean so much that the technical problems connected with its use are in a fair way towards solution (though it has been pretty well established that the difficulties are not quite as great as were at one time imagined), as that the recognition is beginning to dawn in responsible quarters that a fuel derived from vegetable sources holds out the greatest hope of supplying a permanent answer to the complaints of a dearth of motor fuel. And that, necessarily, the time is fast drawing near when there must be a removal of the present restrictions which entirely put alcohol out of count as a commercially possible substitute for petroleum or coal spirit. At present the main difficulty of the Committee is that of finance, and I understand that an appeal is to be made to the motoring public for money to enable it to carry on its propaganda and to conduct the necessary technical

essential. The first question naturally suggested would be one as to whether alcohol could take the place of other fuels; and at present the reply must, of course, be that there are not a dozen engines in the country capable

on its own account, at any rate. That work must be done by an entirely independent investigating body, which already has its being in the shape of the Alcohol Fuel Committee. When the time comes for the appeal for money to carry out the work I have indicated, it is to be hoped that the response will be a generous one.

## Coal-Spirit Prospects.

While I think that so far as a really permanent solution of the fuel problem is concerned, alcohol holds out by far the best prospects, it will not do to neglect the possibilities of motor spirit obtained from coal or shale. I hear that a large and very influential group has seriously taken the matter in hand, and that before long we may expect to hear of some very large developments. The matter of the production of light spirit from low-grade coal by a low temperature distillation process has appealed to me very strongly since I investigated the Del Monte process a year ago, and I believe that it has possibilities which have not yet been properly realised. I believe that before very long—within the next two years, perhaps—the production of such a spirit will have reached proportions which will make it a serious rival of petrol. Indeed, one authority



ONE OF THE LATEST MODELS: A 20-h.p. 4-12 FIVE-SEATED TOURING-CAR BUILT BY WILLIAM LEVER'S HOUSE AT HAMPTON.

of motor spirit, especially in the vegetable spirit. That is, of course, that before anything can be done we must have motor spirit which is produced from the use of alcohol or other, a settled type which can be pointed to as the motor of the future. It should be really to take the place of motor fuel. It could be suggested that the necessary experimental work is a matter for the motor trade to carry out, but I do not think this is the case. The trade's business is to supply the thing that is required at the moment.

It is supplying engines suitable for running on coal or petroleum spirit, and, at the moment, there is an immediate prospect of a shortage of these two fuels. Therefore, the motor trade would scarcely be justified in branching off into experimental work of the kind indicated—

with whom I have discussed the matter went so far as to prophesy that within that time the producers of the petroleum spirit would be feeling the competition of the shale spirit to an extent which would force them to embark upon a rate war. In the ordinary way, the prospect of

(Continued from page 917)



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The body was constructed at Messrs. A. Darracq and Co.'s works at Fulham, and the car was supplied from their new West-End show-rooms at 150, New Bond Street. The equipment includes a C.A.V. dynamo lighting-set.

experimental work which will have to be done before the Government can be approached on the question of Exclusion. Obviously, it would be futile to ask for the removal of restrictions on behalf of a fuel which, at the present moment, cannot be used in quantities to make fresh legislation



RECENTLY SUPPLIED TO SEÑOR MARTINEZ DE HOS: A 20-H.P. 4-12 FIVE-SEATED TOURING-CAR BUILT BY WILLIAM LEVER'S HOUSE AT HAMPTON.

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which is guaranteed free from any deleterious compounds, and as it penetrates to the roots, will replace the loss of the natural oil in the hair, the want of which causes baldness. Prepared in a Golden colour for safe hair. Sold in 1/2, 1/4, and 1/8 lb. tins, by all Chemists, and ROWLANDS, 27, Abchurch Lane, London.

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| 20    | 6      | 1       | 2    | 1     | 0  |
| 22    | 6      | 1       | 2    | 1     | 0  |
| 24    | 6      | 1       | 2    | 1     | 0  |
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## MISCELLANEOUS.

these "cutting" campaigns is one from which to shrink because, although they may be of present benefit to the consumer, the latter inevitably pays through the nose in the end. In this matter, however, it would be quite refreshing to be able to buy our petrol at something like the old prices, even with the knowledge that at some time in the future we should have to repay the difference with interest.

#### In the Matter of the Second-Hand Car.

Messrs. Ariel Motors have written to me on the subject of the many misleading advertisements of second-hand cars which appear in the pages of the journals devoted to motoring. They ask if it would not be possible for some steps to be taken to put an end to an abuse which often leads prospective buyers to undertake long journeys to inspect cars which, in the end, are too often found to have been grossly misrepresented. A case

of a car which had been supplied in March 1912! The suggestion is made that in all such advertisements the car number should be given, thus enabling the prospective buyer to communicate with the manufacturers beforehand for the particulars of the car, when supplied, and so forth. As an abstract idea, this is excellent; but I am not altogether sure that it would work in practice. As a rule, manufacturers are exceedingly good in affording information of the kind indicated, but if every prospective buyer of a second-hand vehicle were to write requesting the pedigree of that particular car they would have to institute a separate department to deal with these inquiries, which would really be asking too much. My own idea of the best way to proceed in these matters is that the services of a qualified expert should be invoked to examine and report upon the car offered before the prospective buyer himself embarks upon a long journey on his own account.

If the preliminary report is favourable, then the intending purchaser may consider himself justified in going further with the matter. If not, then there is only one obvious thing to be done.

**Dunlops in the Tourist Trophy.** The Dunlop tyre scored heavily in the recent race for the Senior Tourist Trophy in the Isle of Man. The winner, C. C. Pallen (Rudge), and H. H. Davies (Sunbeam), who was second, both used Dunlops; and the first amateur to finish, G. Boytop (Triumph), also used them on his mount.

**An Avon Success.** In the race for the Junior Tourist Trophy the Avon tyre scored a notable success for the A.J.S. team, which finished first, second, fourth, and sixth, were all fitted with tyres of this make.

**MANY** of the papers have been stating recently that there is a famine in lawn-tennis balls, through the sudden advent of summer and the growing popularity of the game. Evidence of this increased demand were soon felt by the Continental Tyre and Rubber Co. owing to the high reputation of their manufacture, and they took immediate steps to cope with it. Their spacious and up-to-date Tennis Ball Factory and staff of expert operators have been working day and night, and they are now in a position to meet any demands that may arise.

Nearly 1,000 essays were submitted in the competition amongst school-children for essays on "First-Aid," organised by Messrs. C. E. Fulford, Ltd., proprietors of Zam-Buk. The standard of merit was higher in the case of girls than boys. The essay which secured most marks was written by Miss Mildred Swinson, aged 13, of the Berry Brow Council School, Huddersfield. The Silver Cup awarded to the teacher whose scholars displayed the best average knowledge at "First-Aid" was won by Miss M. E. Barnes, assistant mistress of the Manor Road Girls' School, West Ham.



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is quoted in which the firm who write to me inspected, on behalf of a client, a car which had been repeatedly advertised as a brand-new 1913 model, whereas it turned out to

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# THE ILLUSTRATED LONDON NEWS

Vol. 54—No. 1415.  
The International News Company, 83 & 85, Duane Street.

NEW YORK, SATURDAY, JUNE 20, 1914.

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LOST IN THE "EMPRESS OF IRELAND": MR. LAURENCE IRVING, THE ACTOR, AND HIS WIFE, MISS MABEL HACKNEY.

Amongst those who perished as a result of the sinking of the liner "Empress of Ireland," were Mr. Laurence Irving and his wife, whose stage name was Miss Mabel Hackney. They had concluded a very successful tour in Canada with "Typhoon" and other plays, and were on their way home. It would seem from the accounts, which are necessarily confused, that Mr. and Mrs. Irving were below when the collision occurred; and it is evident that Mr. Irving died making a courageous endeavour to save his wife, whom he succeeded in getting on to the deck. As the ship went down, husband and wife were in each other's arms. Laurence Irving, who was born in London

on December 21, 1871, was the younger son of the late Sir Henry Irving. He was intended for the diplomatic profession, and was at the British Embassy at St. Petersburg for a short time. He made his first professional appearance on the stage in August 1891. After that he was seen in many parts, steadily progressing towards recognition as a very fine actor, one who thought as well as played. He was author, or part-author, of several dramatic works. Mrs. Laurence Irving (Miss Mabel Hackney) was thirty-four. In addition to playing lead with her husband, she was leading lady with Sir George Alexander in "The T...



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## THE PLAYHOUSES.

### "ADELE" AT THE GAIETY.

THE Gaiety—strange metamorphosis—is given over just now to American musical comedy. But it is American musical comedy with a difference. Have we complained of the business, the feverishness, the jingle, the inconsequence of this class of entertainment? "Adele" is here to show us that America can provide its own antidote. You will search in vain in the production presented by Mr. Joseph P. Rickerton, for the usual restless and energetic chorus which keeps the stage in a constant shimmer of excitement. Instead, a selected group of ten beautiful and gorgeously dressed girls wander on and pose at rare intervals, adding, no doubt, to the picturesqueness but not to the vivacity of the scene. So far from there being no plot, the libretto which Messrs. Adolf Philipp and E. A. Paulson have adapted from the American, with its resemblances to "The Marriage of Kitty" and its white marriage of convenience which quickly turns into the marriage of romantic love, suffers rather from an excess than from a lack of story—story of the sentimental type. Finally, whereas the comedians only too often have things all their own way, there is none too much humour in "Adele" and what there is, mainly consisting as it does of the "back chat" of herlows, Montagu and Capulet parents—tradesmen who quarrel at sight—directly makes for totem. Still, there is piquancy in the idea of the quick change with which hero and heroine tumble into mutual adoration; there is much to amuse in Transatlantic conceptions of gay life in Paris; the score of Mr. Jean Wapport, without being in any sense original, is well stocked with useful waltz refrains; and the pair of principal roles, Miss Carolyn Thomson as an ingenu and Miss Georgia Cairne as a widow, know how to sing and how to charm. The curiosity of the performance is the mixture of spluttering and gurgling which Mr. Dallas Wellford offers us to indicate symptoms of apopleptic wrath. It is perhaps worth adding that on the first night there were a few significant "boos" at certain fall—perhaps provoked by the excessive enthusiasm of friends in front. But "Adele" is such a change alike from ordinary Gaiety fare and ordinary imports from the States that it is likely to please on that very account.

### "LOVE CHEATS" AT THE CORONET.

Familiar enough on the stage as in life is the theme for which Mr. Basil Dean asks our attention in his new play, "Love Cheats," the chief item in the bill of the penultimate work of Miss Hornum's London season. Long ago, when melodrama had its vogue at the Adelphi and Princess's, our popular playwrights were fond of using it as the subject of their romances, but there usually love's cheat had already been accomplished before the story began, and the victim was a lay figure of gloom, all tears and garb of mourning. In Mr. Dean's work we see the whole drama of betrayal in progress. We see his heroine, a fatherman's daughter, wearied of the monotony of her lonely sweet-heart's courtship, giving ear to the honeyed flatteries of a gentleman visitor who is boarding at her father's cottage on holiday and finds her making a pleasant pastime. We learn that she is wilful, passionate, trusting; and that he is reckless in pursuit of the whim of the moment. And the inevitable happens one night while her father is away fishing, but her passion runs over in pouring out of doors. It is no case of kissing and riding away this time for Arthur Gwyther, he has to face the music of both her father's and her husband's wrath. And she, poor girl, discovers only too soon how much clay there is in this gentleman's composition, and how low than nothing his love means—"worth words, words," as she says bitterly. The action of the play is far too hurried to have a sufficient air of probability; otherwise, Mr. Dean's treatment is as sincere as it is full of poignant emotion, and he may be congratulated on getting a very fair amount of local colour—in Dorset is his fishing village—into his tale. Here and there appear slight resemblances with "Hindle Wakes," but dates prove Mr. Dean to have been in no sense a plagiarist. Very pleasing acting of Miss Irene Hooker is the main feature of the representation, though the performance of Mr. Herbert Lomas as Esther's father, full of rugged vigour, deserves warm commendation; and Mr. Leonard Mudie also makes his mark as a village rascal. Mr. Koster makes little out of Gwyther's rôle; gentility hardly suits his talents.

Illustration: "Love Cheats" (after "Love Cheats" by J. G. Gwyther).

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## OUR LITERARY SUPPLEMENT.

WITH this Number we give the third of our series of monthly Literary Supplements. The subject of the full-page portrait in the "Gallery of Great Writers" on this occasion is Mr. Jack London, the famous American novelist, who has had a more unconventional and adventurous career, probably, than any other member of the literary craft has ever had. Under the heading "Memoirs and History" we review Colonel R. A. "Inner History of the Balkan War," "The Story of Dorothy Jordan," by Mrs. Jerrold; and "The Hermit and Anchorites of England," by Retha Mary Clay. None of the month reviewed in our Supplement include Mr. H. Wells's new book, "The World Set Free," Mr. Arnold Marshall's "Riding History," Mr. H. A. Vick's "Quincey," and Mr. George A. Birmingham's "The Lost Tribes." Besides these extended reviews a number of other new books receive shorter notices. Among these are five novels, four books of travel, plays by Bernard Shaw and Rabindranath Tagore, and works on nature history and various other subjects.

## THE HOME UNIVERSITY LIBRARY.

FIVE new volumes have recently been added to the deservedly popular series, the "Home University Library" (Williams and Norgate). Among them are studies of two English poets who, though widely separated by the centuries, yet had in common the love of a romantic story and an intense interest in human nature and its external activities of life. The two poets are Chaucer and William Morris. There are many people, probably, who could quote from Tennyson about—

Dan Chaucer, the first warbler, whose sweet bird

Included those melodious lyrics, that all

The anxious tones of great Elizabeth.

There are comparatively few, perhaps, who have had much of Chaucer himself. His leisurely prolixity and archaic diction are a stumbling-block to the busy poet of to-day. He is essentially a poet whose reader needs the stimulus of interpretation, and this service is very ably performed in "Chaucer and His Times" by Grace F. Hadow, Lecturer in English at Lady Margaret Hall, Oxford. As she points out, Chaucer was the greatest English humanist, whether or not he was the father of English poetry. One of the most interesting things in the book is the account, at the end, of the unexpected Victorian attempt to modernise Chaucer by "a series of joint-stock company of contemporary poets," including Wordsworth, Tennyson, the Brownings, Leigh Hunt, and Walter Lytton. Lander held aloof.

Mr. A. Clutton-Brock, in the preface to his "William Morris: his Work and Influence," disclaims any intention to write a "shorter life" of Morris. His object has been "to explain his importance to his own time and to ours. There are many ways, both in social affairs and in works of artistic taste, in which the ideas of Morris are so powerfully at work, and this admirable appreciation of a man and his work, written as it is by an enthusiast, is very welcome.

At the present time there is a widespread interest in the National Church, from the doctrinal and also from a political point of view, and modern movements of thought on religious questions make it essential for anyone who would understand them to know something of the history of the Anglican establishment. This is given clearly and concisely in "The Church of England," by Canon F. W. Watson, Professor of Ecclesiastical History at Oxford. He traces the story of the Church from the coming of Augustine to the Tractarian Movement and the coming of Christianity in England to-day.

Professor Grenville Cole's "The Growth of Europe" is not, as those unacquainted with it might judge from the title, a historical work, but geology. Professor Cole holds the Chair of Geology in the Royal College of Science for Ireland. The recent volcanic and quakes in Sicily re-awakened us to the fact that the movement on which we dwell is not everywhere "terra firma" and that its formation affects us all very closely. Geology in Professor Cole's hands is not the "terrible mass" that Tennyson called it, but a subject which even the unscientific may find fascinating.

Still more vitally important to civilised society is the subject, so much discussed to-day, which is treated with great ability and delicacy by Professor Patrick Geddes, and Professor J. Arthur Thomson in the volume titled "Sex." It is highly satisfactory that this volume should have been undertaken by two authors of such eminent standing, though dealing with sex and its aspects throughout animal life, will also be especially valuable to parents and teachers, in those chapters devoted to ethical and educational aspects of the question.

## NOTE TO CONTRIBUTORS.

It is particularly requested that all SKETCHES and PHOTOGRAPHS sent to THE ILLUSTRATED LONDON NEWS, especially those from abroad, be marked on the back with the name and address of the sender, as well as with the title of the subject. All Sketches and Photographs sent will be paid for. The Editor cannot assume responsibility for loss of Photographs, or for Sketches submitted.

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By G. K. CHESTERTON.

MOST of us have known in sleep, or even in semi-sleep, a nightmare confusion of the mind by which we seem to be listening to a talk about something, while every turn of the talk suggests that it is really something else. Ladies are discussing a baby, let us say, and they praise his fur, and his tail, and the way he pricks up his ears, and how useful he is for barking at burglars; and all the time your mind, labouring in half-consciousness, is tortured with the sense of something incongruous, yet cannot get to the word "dog."

I feel very like this when I come across the strange style in which the Feminists discourse on femininity. They seem to be talking about something else—I cannot make out what. This point has nothing to do with women's votes, or even women's rights, or even women's duties: it is a way of talking about women, and it is extraordinary. To begin with, why do they talk as if a woman was something that hadn't yet arrived, like a Superman or a Visitor from Mars? Why are they always speculating and prophesying about what Woman "will say" when she learns to talk, as parents wonder whether the infant will say "mamma" or "dada" first? It is rationally arguable, though also disputable, that votes would give women more power to enforce and embody their feelings and views. But surely those of us who are not monks or hermits might know by this time something about what the views and feelings are. These people talk as if every woman were a gag until she could get a vote. They talk as if she must have a vote before she can even know what she wants to vote for. Or sometimes they talk as if they knew what women would say and do, though we don't: how women would put down gambling or establish Eugenics, as if all women agreed about this or that reform, any more than all women think that Bacon wrote Shakespeare. Surely it is not we, but the Feminists, who deny the individuality and freedom of the female, when they predict positively that she will trot tamely like a sheep after "social reform"—that is, the current convention in fashionable slumming.

One of the most startling instances of the latter notion may be found in the case of a woman of genius—Olive Schreiner, perhaps the most poignant and poetical of the early pioneers of these notions, whose "Woman and Labour" I see Mr. Fisher Unwin is republishing in a cheap form. It is well worth reading, for the author is always eloquent and ingenious, even when I think her sophistical: but consider a passage like this—

The day when the woman takes her place beside the man in the governance and arrangements of the external affairs of her race will also be the day that heralds the death of war as a means of arranging human differences. No tinsel of trumpets and flags will ultimately seduce women into the insanity of recklessly destroying life, or gild the wilful taking of life by any other name but that of murder, whether it be slaughter of the million or of one by one.

She then proceeds to suggest, with quite good rhetoric, that a woman would not wish a man killed, as a sculptor would not wish the destruction of a statue on which his pain and devotion had been spent. It is all quite plausible; there is nothing the matter with it—except one curious omission, or

rather oblivion. Mrs. Olive Schreiner seems entirely to forget that there are women in the world. She seems to forget that some of us have even seen them walking about. They are not creatures kept in boxes, which when opened with a key called a Vote will reveal to us how many legs, arms, eyes, horns, wings, fins, or tails they possess. There is really no need for this argument *a priori* and in the void, about whether women *would* tolerate fighting; this argument the writer conducts as if she were finding the square root of minus *x*. There is an objective truth most of us have enough experience to test. Is it true that women cannot be affected by the glory of war? Is it true that they always use

mad father of Frederick the Great: and, indeed, it strikes me as a highly masculine morbidity. And surely it is unreasonable to insist that women, like men, have all the political appetites and all the political interests; and then declare that they cannot possibly feel like men, the political passions or ambitions that generally lead to wars. Mrs. Olive Schreiner remembers the South African War very vividly, I imagine; she was on the side of the minority in that dispute, as I was myself. Was it her experience, or mine, that Jingoism was unknown among women, or even rare among them? Was Lady Tippins less enthusiastic for Jameson or Kitchener than Lord Tippins? Was Mrs. Brown of Brixton less bitter about Pro-Boers at the breakfast table than Mr. Brown of Brixton? Was there no lady journalist helping Rhodes's schemes? or were there no girls out on Mafeking Night? Why, I say, should we have these Messianic assertions, as from behind the veil, about what Woman will do when she comes in glory to inaugurate the end of the world? Why shouldn't she do what she generally does?

Although I still regard Mafeking Night as the black full midnight of the modern English degeneration, I do not mention the above unquestionable facts as any reproach to the normal feminine view thus exhibited. On the contrary, I think the normal feminine view is right. I think it is not only natural, but moral. It does not seem to occur to people of this author's school of thought that quite a large number of us, male and female, would be very sorry to see "the death of war as a means of arranging human differences." Such an arrangement could only come about by the alliance of all the great Powers to force their decisions on everybody who was small, or detached, or devoted to some principle. It would simply be Cecil Rhodes with the German Emperor on the same side. It would be, not Ulster coerced by Ireland, but Ireland coerced by Europe. It would be the partition of Poland without a fight. And what are the other "means of arranging human differences" which would be the main forces in such a combination? Usury, forestalling, pressure by hunger, artificial markets, false news, diplomatic betrayals, police prosecutions—why should either man or woman prefer these?

In any case, Mrs. Olive Schreiner only prophesied the victory of the views of Olive Schreiner; not in the least the victory of the views of Woman—whatever they may be. From the little I have heard of them I should say they were annoying and very sensible, but (like tickets) not transferable: I doubt if they can be moved from one house to another, or from one husband to another. And I am very sure that, whatever other problems trouble the mass of the female population, the problem of shunting the burden of armaments is not one of them.

Have people no common sense? Do they know what is the burden of the rent, or the burden of the pawnbroker? Over waste after waste of that wilderness of proletarian poverty, the peace and fidelity of the family is undisturbed. But when it is disturbed, it is more likely "he wife will run away with a soldier than run away from one."

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A FAMOUS BIG-GAME HUNTER, AUTHOR, AND POLITICIAN LOST IN THE "EMPERESS OF IRELAND" DISASTER: THE LATE SIR HENRY SETON-KARR.

Sir Henry Seton-Karr was among the passengers on the "Empress of Ireland," and his body was afterwards identified among the drowned. Little is known as to his last moments, but the fact that he assisted a fellow-passenger to put on a life-belt indicates that, as was to be expected from his life, he met death bravely after doing his best to help others. Sir Henry, who was sixty-one, was born in India, where his father was Resident Commissioner at Baroda at the time of the Mutiny. He was educated at Harrow and Oxford, was called to the Bar in 1879, and sat for over twenty years (1885 to 1904) as Conservative Member for St. Helens. As a politician he was much interested in State colonization, and was on the Royal Commission on Food Supplies in Time of War. Among his books were "A Call to Arms" and "My Sporting Days," describing his experiences as a big game hunter. He was a gaffer of old standing, and organized the Parliamentary Golf Handicap. Sir Henry was twice married, and leaves two sons and a daughter. His knighthood was bestowed in 1902.

Photograph by Lefevre.

all their influence against it? Is a woman generally ashamed of being the wife or sister of a soldier? Does a mother, in fact, regard her son who returns from the war as if he were hiding in her house after committing a murder? Did any of the queens and great ladies in history want to preserve soldiers only as beautiful statues? The only person I can remember who approximated to such a view was a man—the



# GAMES ON THE LINER NOW BELOW THE WATERS OF THE



1. DECK GOLF ON THE "EMPRESS OF IRELAND," NOW SUNK IN THE ST. LAWRENCE.

2. ABOARD THE "EMPRESS OF IRELAND."

3. PASSENGERS SKIPPING ABOARD THE ILL-FATED LINER.

Deservedly, the ill-fated "Empress of Ireland" was a very popular ship; for the Canadian Pacific Railway Company took the greatest care not only for the safety of their passengers but for their comfort and amusement during voyages. It was aboard her that the Duke and Duchess of Cornwall and Princess Patricia journeyed, two and a-half years ago, when the Duke was on his way to take up his duties as Governor-General of Canada. The accommodation for all classes was excellent; and there were, of course, facilities for



# LAWRENCE: RECREATIONS ABOARD THE "EMPRESS OF IRELAND."

BY MORFAY



1. ON DECK COULD BE PURSUED THE CUSTOMARY DECK-SPORTS.

2. A GAME OF CARDS IN A CORNER OF THE SMOKE-ROOM OF THE "EMPRESS OF IRELAND."

3. READING AND WRITING IN THE LINER'S LIBRARY.

On deck could be pursued the customary deck-sports; below there was a special room for music, and provision for card-playing and other indoor recreations. The furnishing and appointments of the saloons resembled those of a luxurious club. Three months after her maiden voyage across the Atlantic the "Empress of Ireland" broke the record for the Liverpool-Liverpool passage by six hours, completing the journey in 5 days, 7 hours, 20 minutes. She carried boats for all, and, of course, life-belts for all.



## COMFORT ABOARD THE "EMPRESS OF IRELAND": DINING SALOONS.



SHOWING PRIVATE ALCOVES AND MAIN TABLES, THE DINING-SALOON.



SPECIALLY RESERVED FOR CHILDREN: A FIRST-CLASS DINING-SALOON ON THE "EMPRESS OF IRELAND."

As we note elsewhere, under other illustrations dealing with somewhat similar subjects, the "Empress of Ireland" was admirably fitted for all its classes of passengers. A correspondent of the "Times" put it the other day: "The writer, who has himself crossed in the 'Empress of Ireland,' had special facilities afforded him of inspecting the arrangements for the accommodation of emigrants, and cannot speak too highly of the

great care taken by the Company to make every proper provision for the poorest as well as for the most wealthy passengers. Indeed, at the time of the construction of the two 'Empress' vessels the question of the third-class passengers marked a new and much better era in the treatment of persons belonging to the emigrant class." The "Empress of Ireland," it may be recalled, was a sister-ship to the "Empress of Britain."



# CHILDREN ABOARD THE "EMPRESS OF IRELAND: PLAYING AT "SEA-SIDE."

DRAWN FROM PHOTOGRAPHS, BY S. BIGG.



ON THE GREAT LINER SUNK IN THE ST. LAWRENCE: YOUNGSTERS IN THE SAND-PIT OF THE SHIP.

Amongst those lost on the "Empress of Ireland" were a number of children, and the tragedy of this is brought home by such a picture as that given above, which, as we have noted, shows youngsters playing in that sand-pit which was a feature common to the "Empress of Ireland" and her sister-ship, the "Empress of Britain." The records of the disaster are still incomplete, but two little girls from Toronto, for example, were saved, both because they could swim. Other children were less fortunate,

and there is the pathetic paragraph: "One of the saddest sights at Rimouski Pier is the number of children among the dead. Babies in arms and boys and girls of eight or nine years of age were there. Near one of the doors was a little girl of, perhaps, ten years old. Her brown hair was quite dry and blew across her face. Just beside her was a young mother, some twenty-five years old, with her little baby clasped tight in her arms close to her breast."



## THE GREATEST DISASTER SINCE THE "TITANIC" WAS SUNK BY ICE.

DRAWN BY W. B. ROBINSON.



THE COLLISION BETWEEN THE CANADIAN PACIFIC LINER "EMPRESS OF IRELAND" AND THE COLLIER "STORSTAD".  
A PICTURE DIAGRAM.

All judgment as to the responsibility for the terrible disaster in the St. Lawrence has to be suspended until after the official inquiry, which, it is understood, will begin at Quebec on June 9. Meantime, it should be noted that there are discrepancies between the narratives of Captain Kendall, of the "Empress of Ireland," and Captain Andersen, of the "Storstad." In connection with this drawing, which does not pretend to be strictly to scale, it may be noted that Captain Kendall said: "I saw a slight fog-bank coming gradually from the land, and knew that it was going to pass between the steamer and myself. The 'Storstad' was about two miles away at the time. Then the fog

came, and the steamer's lights disappeared. I rang full-speed astern on my ship and stopped the ship. . . . I saw that my ship was stopped. . . ." The statement made on behalf of Captain Andersen says, on the other hand, that before the collision the "Storstad's" engines were reversed at full-speed and "headway was totally checked when the vessels came together"; also that the collier's engines were afterwards ordered ahead to hold her bow against the side of the "Empress of Ireland," but that "the headway of the 'Empress of Ireland' . . . swung the 'Storstad' around in such a way as to twist the 'Storstad's' bow out of the hole and to bend the bow itself over to port."



## JOY ON A SHIP OF TRAGIC MEMORY: ABOARD THE SUNKEN LINER.

DRAWN FROM A SKETCH AND PHOTOGRAPHS, BY FREDERIC DE HAENER.



### RECREATION TO WHICH MANY PASSENGERS MUST HAVE BEEN LOOKING FORWARD BEFORE THE END CAME : IN THE MUSIC-SALOON OF THE "EMPRESS OF IRELAND."

Like our illustration of children playing in the sand-pit of the "Empress of Ireland," this picture of a scene in the music-saloon of the liner brings home vividly the tragedy on the St. Lawrence. To such recreation as this the passengers must have been looking forward before the end came for so many of them. In this connection, it may be added that when the ship took the Duke of Cornwall to Canada it was written: "Although

a number of fine vessels have been put on the Canadian route in the last few years, the twin 'Emperesses' still deserve all the admiration that they won years ago. Their internal arrangements are superb." And it may be noted as an obvious fact that every proper provision was made for the poorest as well as for the wealthiest of the passengers. The "Empress of Ireland" was launched in 1906.



## WHERE PILOT WAS DROPPED: AND INQUEST HELD: BY THE ST. LAWRENCE.

Photograph by M. J. M. M.



WHERE THE "EMPRESS OF IRELAND" DROPPED HER PILOT AND THE FIRST WIRELESS NEWS OF THE DISASTER WAS RECEIVED.  
AT FATHER POINT, ON THE ST. LAWRENCE RIVER.



IN THE TOWN WHICH WAS THE SCENE OF THE INQUEST ON THE BODIES OF SOME OF THOSE DROWNED BY THE SINKING  
OF THE "EMPRESS OF IRELAND": A STREET IN RIMOUSKI.

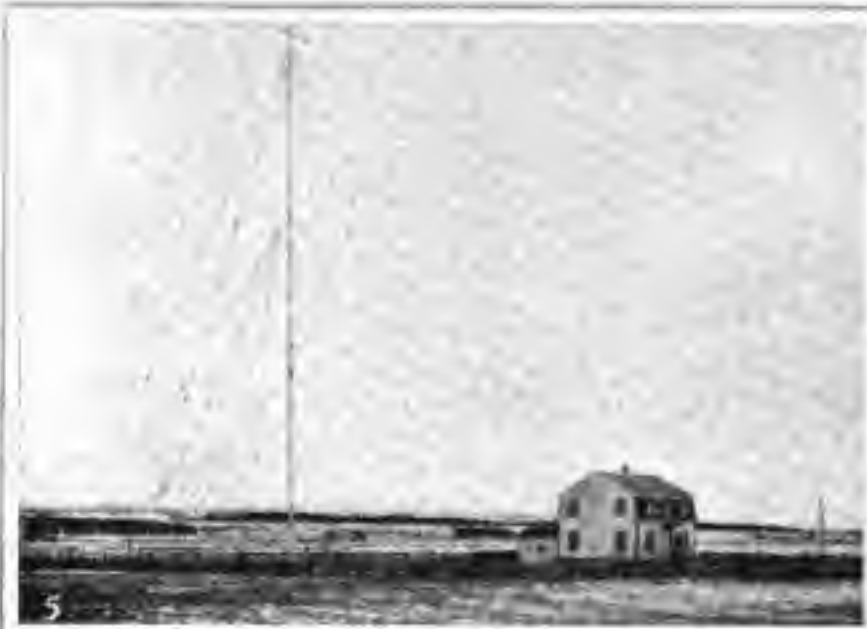
According to a "Times" special correspondent at Father Point, the "Empress of Ireland" passed Father Point and landed her pilot at half-past one o'clock in the morning. Twenty minutes later the correspondent was awakened by an "S.O.S." ring on his door-bell, and, rushing downstairs, was informed by a Marconi operator that the "Empress of Ireland" was sinking. It will be remembered that the first official account issued by the Canadian Pacific Railway, and mentioned elsewhere in this issue, stated

that the collision between the liner and the collier "Storstad" took place at 2.30 in the morning. It was from Father Point that the Government steamer "Eureka" dashed to the scene of the disaster; and from Rimouski Wharf that the "Lady Evelyn" set out. The "Eureka" arrived at Father Point Wharf with survivors and bodies at about 3 a.m. and proceeded to Rimouski Wharf, which she reached about 40 hours later. Rimouski, town and watering-place, is on the right bank of the St. Lawrence.



# THE GREAT DISASTER; FATHER POINT; RESCUE-SHIPS; AND LINER.

PHOTOGRAPHS BY JIMMAL, S. AND G., C.N., MURRAY, AND ILLUSTRATIONS BY HERRICK.



1. WHERE THE "EUREKA" WAS SEEN TO HAVE SURVIVORS AND BODIES ABOARD: FATHER POINT WHARF.
2. THE MAN WHO RECEIVED THE "S.O.S." CALL FROM THE "EMPERESS OF IRELAND": MR. WHITESIDE, MANAGER OF THE MARCONI SECTION AT FATHER POINT.
3. HURRIED TO THE SCENE OF THE DISASTER AND IN TIME TO RESCUE SOME SURVIVORS AND PICK UP BODIES: THE CANADIAN GOVERNMENT STEAMER, - THE "EUREKA."

So soon as it became known that the "Empress of Ireland" and the "Storstad" had been in collision, the manager of the Marconi station at Father Point notified the Canadian Government steamers "Eureka," at Father Point Wharf, and "Lady Evelyn," at Rimouski Wharf. Neither vessel lost a moment in setting out to the rescue, but the "S.O.S." from the doomed ship had ceased even before they could start, so little

4. HURRIED TO THE SCENE OF THE DISASTER AND IN TIME TO RESCUE SOME SURVIVORS AND PICK UP BODIES: THE CANADIAN GOVERNMENT STEAMER, - "LADY EVELYN."
5. RECEIVER OF THE FIRST "S.O.S." NEWS FROM THE SINKING "EMPERESS OF IRELAND": THE MARCONI WIRELESS STATION AT FATHER POINT.
6. CLOSE TO THE SPOT AT WHICH SHE SANK AFTER COLLISION WITH THE "STORSTAD": THE "EMPERESS OF IRELAND" IN THE ST. LAWRENCE, NEAR RIMOUSKI.

time was there to call for help. When they did reach the scene of the disaster, dashing through fog, the "Empress of Ireland" had disappeared. Later the "Eureka" returned with thirty-two survivors and some bodies, and the "Lady Evelyn" about an hour later with more survivors and bodies. The "Eureka" and "Lady Evelyn" had steam up, as they had lately conveyed the mails to the "Empress of Ireland."



# THE ILL-FATED LINER'S "SISTER" IN COLLISION WITH A COLLIER.

Photographs by the Very Rev. Dr. Bruce and Mr. Henry.



1. AFTER HAVING HUNG ON THE "EMPRESS OF BRITAIN'S" BOWS FOR OVER HALF AN HOUR "LIKE A PAIR OF EYE-GLASSES ACROSS A MAN'S NOSE": THE COLLIER "HELVETIA" SINKING IN 1912.
2. SHORTLY AFTER THE COLLISION: THE DAMAGED "HELVETIA" SEEN FROM THE DECK OF THE "EMPRESS OF BRITAIN"—PASSENGERS LOOKING ON.

When it is remembered that the liner "Empress of Ireland" was in collision with the collier "Storstad," it is interesting to note the remarkable coincidence that the "Empress of Ireland's" sister-ship, the "Empress of Britain," was in collision with the collier "Helvetia," in a heavy fog-bank, very close to the scene of the disaster of the other day, on the afternoon of July 27, 1912. In that case, the "Empress of Britain" lurched into port with bows smashed and a deep gash in her stem; and the collier sank almost

3. LOWERING BOATS FROM THE "EMPRESS OF BRITAIN" AFTER HER COLLISION WITH THE COLLIER.
4. THE END OF THE COLLIER: THE "HELVETIA" SINKING.
5. WHEN THE COLLIER RESTED ON THE LINER'S BOWS: LOOKING ON TO THE "HELVETIA" FROM THE "EMPRESS OF BRITAIN."

immediately after having been disengaged with difficulty from the liner's bows, in which she had been held for over half-an-hour, "like," it has been said, "a pair of eye-glasses across a man's nose." The Court of Inquiry at Quebec found that the blame for the mishap rested with the captain of the "Empress of Britain" for steaming too fast for the weather conditions. They did not, however, suspend the captain's certificate, owing to his very fine record.



# THE SAVING OF PASSENGERS: A DETACHABLE SHIP UPON A SHIP.

REPRODUCED BY COURTESY OF THE "SCIENTIFIC AMERICAN."



THE UPPER DECKS OF THE AFTER-PORTION OF A VESSEL AFLOAT AFTER THE SHIP OF WHICH THEY WERE A PART HAS SUNK: A SUGGESTED PONTON METHOD OF SAVING LIFE AT SEA.

Both after the "Titanic" disaster and again now since the sinking of the "Empress of Ireland," suggestions have been made that vessels should be fitted with detachable rafts or pontoons which, in the event of the ship sinking, would come away and remain afloat as a refuge for those in the water. In the case of the "Empress of Ireland" the fact that the vessel lay for some time nearly flat on her starboard side, and that numbers of people were standing on the upraised port side, and slid down it into the sea when the final plunge came, seems to indicate the possibility of some such device. We illustrate a suggestion of this kind which appeared in the pages of the "Scientific

American" where it is thus described: "We present . . . the outlines of a design in which the upper decks of the after portion of the ship, astern of the midship structure, are utilized. . . . The pontoon extends for a depth of two decks, covers the full width of the ship, and reaches from the midship superstructure to the after-rail. . . . The problem of securing this pontoon in place would not be so difficult as might be supposed. It could be done in several ways. . . . A double-deck pontoon, with its deck-houses of the size shown, would be sufficient to accommodate, in an emergency, the whole of the passengers and crew of a ship of the size of the 'Titanic.'"



## VAIN VIGIL FOR MANY: AT THE LIVERPOOL OFFICE OF THE C.P.R.

PHOTOGRAPHS BY ILLUSTRATIONS DEPARTMENT.



CLAMOURING FOR NEWS OF THOSE ABOARD THE ILL-FATED LINER "EMPRESS OF IRELAND": THE CROWD AT THE CANADIAN PACIFIC RAILWAY'S OFFICE IN LIVERPOOL.



WAITING TO READ THE NOTICE BEING POSTED UP: THE EAGER CROWD OF NEWS-SEEKERS OUTSIDE THE CANADIAN PACIFIC RAILWAY'S LIVERPOOL OFFICE AFTER THE DISASTER.

From the moment of the first rumour that the "Empress of Ireland" had met disaster, eager crowds thronged the offices of the Canadian Pacific Railway in Liverpool and in London. London was chiefly concerned with the list of passengers; Liverpool, more especially, with the list of the crew, for the crew of the ill-fated liner was made up principally of men of Liverpool, Bootle, and Birkenhead. Wives and mothers, brothers

and sisters, and other relatives, hastened to await news. As in London, matters were made more trying by the exceedingly circumstantial statement made at one time that no lives had been lost, a report, as all the world knows, which was speedily to be denied. The Lord Mayor of Liverpool has opened a relief fund on behalf of the sufferers, as has the Lord Mayor of London.



## VAIN VIGIL FOR MANY: AT THE LONDON OFFICE OF THE C.P.R.

AFTER A PHOTOGRAPH BY ALPHEI.



SCANNING THE FATEFUL LISTS FOR NEWS: RELATIVES AND FRIENDS OF PASSENGERS ON THE "EMPRESS OF IRELAND"  
MAKING INQUIRIES AT THE CANADIAN PACIFIC RAILWAY OFFICES IN COCKSPUR STREET.

After the news of the disaster to the Canadian Pacific liner "Empress of Ireland" was received in London, the Company's offices in Cockspur Street remained open day and night for the purpose of giving information to friends and relatives of those on board the vessel, and the staff showed the utmost consideration and sympathy in answering inquiries. Besides the large number of personal visitors, there were incessant calls through the telephone. As always on such occasions, there were many pathetic scenes.

One aged lady in mourning came at intervals throughout the night to ask after seven relatives on the vessel, and it is believed that not even one of them was among the saved. There were also occasional scenes of thankfulness, as when one girl, finding a beloved name in the list of saved, gave way to tears of joy. The differences of temperament among the inquirers were noticeable: some sat patiently waiting for hours; while others walked restlessly about. Over all there was a deep sense of tragedy.



# ON BOARD THE "EMPRESS OF IRELAND": SOME OF THE LOST, AND OTHERS.

Illustrations by H. WALLER RANSLEY, J.N.; PHOTOGRAPH—"DAILY SPECTATOR" AND FRANK AND HENRI, LIVERPOOL.



1. MRS. HART BENNETT, OF NASSAU (DROWNED).
2. ON THE DECK OF THE "EMPRESS OF IRELAND" (CHIEF-OFFICER M. R. STEEDE (DROWNED)).
3. MRS. PALMER (DROWNED), WIFE OF MR. W. LEONARD PALMER, OF THE "FINANCIAL NEWS."
4. MR. AND MRS. L. H. LONGLEY AND CHILD (DROWNED).

5. MR. AND MRS. ERNEST ELLIOTT, AND ONE OF THEIR CHILDREN (ALL DROWNED).
6. MRS. R. BIRCH AND HER LITTLE BOY, WHO WERE ON A HOLIDAY TRIP (BOTH DROWNED).
7. MASTER BRUCE ELLIOTT (DROWNED), SON OF MR. AND MRS. ERNEST ELLIOTT.

8. THE NATIONAL STAFF BAND OF THE SALVATION ARMY (MANY DROWNED), WHO WERE AMONG THE 171 SALVATIONISTS (OF WHOM ONLY 36 WERE SAVED) ON BOARD THE "EMPRESS OF IRELAND."
9. SECOND-OFFICER R. WILLIAMS, OF THE "EMPRESS OF IRELAND" (DROWNED).



# LOST WITH THE "EMPRESS OF IRELAND": NOTABLE PASSENGERS DROWNED.

PHOTOGRAPHS BY CECILY. PHOTOGRAPHIC ILLUSTRATIONS BY HENRY THOMPSON, BANGOR.



1. COMMISSIONER DAVID REES, OFFICER IN CHARGE OF THE SALVATION ARMY IN CANADA, WHO WAS ON HIS WAY, WITH THE OTHER SALVATIONISTS, TO THE INTERNATIONAL CONGRESS IN LONDON.
2. ADJUTANT W. STITT, IN CHARGE OF THE NATIONAL STAFF BAND OF THE SALVATION ARMY, AND MRS. STITT.
3. MRS. REES (FORMERLY MISS RUTH BARRINGTON), WIFE OF COMMISSIONER DAVID REES, OF THE SALVATION ARMY, WHO HAD THREE CHILDREN WITH HER.

4. CAPTAIN GUIDO WHATMORE, OF THE SALVATION ARMY, SON OF COMMISSIONER WHATMORE, OF STOKES NEWINGTON.
5. MRS. NEVILLE, WIFE OF MR. HAROLD NEVILL, OF MR. LAURENCE IRVING'S COMPANY.
6. MISS ISABEL STACE.
7. COLONEL SYDNEY MAIDMENT, CHIEF SECRETARY TO THE SALVATION ARMY IN CANADA.

8. MR. W. LEONARD PALMER, OF THE "FINANCIAL NEWS," A WELL-KNOWN JOURNALIST, WHO WAS RETURNING, WITH HIS WIFE, FROM A LITERARY AND BUSINESS TOUR IN CANADA.
9. MR. G. H. BOLTON, A NATIVE OF BROMLEY, KENT.
10. BRIGADIER-GENERAL S. R. WALKER, OF THE SALVATION ARMY, EDITOR OF THE CANADIAN "WAR CRY."
11. MR. HAROLD NEVILLE, THE WELL-KNOWN ACTOR, OF MR. LAURENCE IRVING'S COMPANY.



## CONFLICTING VIEWS OF THE COLLISION: CAPTAIN ANDERSEN'S.

DRAWN BY C. FLEMING WILLIAMS.



## THE STORY OF CAPTAIN ANDERSEN. OF THE "STORSTAD."

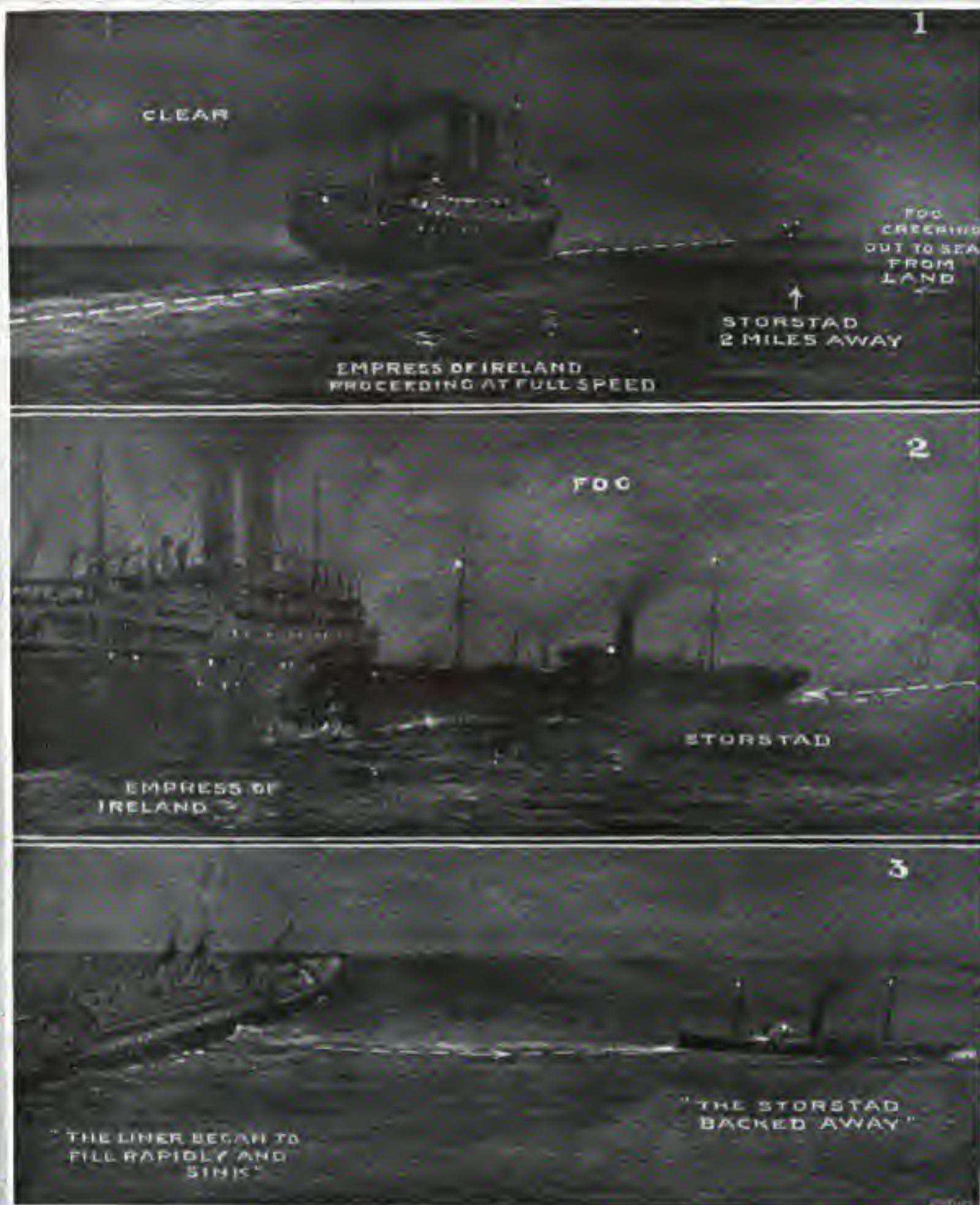
"(1) The vessels sighted one another when far apart. The 'Empress of Ireland' was seen off the port bow of the 'Storstad.' The green (starboard) light of the 'Empress of Ireland' was visible to those on board the 'Storstad.' Under these circumstances the rules of navigation gave to the 'Storstad' the right of way. The heading of the 'Empress of Ireland' was then changed in such a manner as to put the vessels into such a position as to pass safely. Shortly after, the fog enveloped first the 'Empress of Ireland' and then the 'Storstad.' The 'Storstad's' engines were at once slowed and then stopped. Her heading remained unaltered. Whistles from the 'Empress of Ireland' were heard on the 'Storstad's' port bow and answered. The 'Empress of Ireland' was then seen through the fog close at hand on the port bow of the 'Storstad.' She was showing a green light and making considerable headway. (2) The engines of the 'Storstad' were at once reversed at full speed and headway was nearly checked when

the vessels came together. It has been said that the 'Storstad' should not have backed out of the hole made by the collision. She did not do so. As the vessels came together the engines were ordered ahead for the purpose of holding her bow against the side of the 'Empress of Ireland,' thus preventing the entrance of water into either vessel. (3) The headway of the 'Empress of Ireland,' however, swung the 'Storstad' around in such a way as to twist the 'Storstad's' bow out of the hole and to bend the bow itself over to port. The 'Empress of Ireland' at once disappeared in the fog. The 'Storstad' sounded her whistle repeatedly in an effort to locate the 'Empress of Ireland,' but could obtain no indication of her whereabouts until cries were heard. The 'Storstad' then manoeuvred as close to the 'Empress of Ireland' as was safe in view of the danger of injury to persons already in the water. The 'Storstad' at once lowered every one of her boats. . . . About 350 persons were taken aboard."—The "Times."



# CONFLICTING VIEWS OF THE COLLISION: CAPTAIN KENDALL'S.

DRAWN BY W. D. ROBINSON.



## THE STORY OF CAPTAIN KENDALL OF THE "EMPRESS OF IRELAND."

"The pilot was dropped at Father Point. We then proceeded at full speed. (1) After passing the gas buoy at Cork Point I sighted the steamer 'Storstad,' it then being clear. The 'Storstad' was then about 1.12 degrees on my starboard bow. At that time I saw a slight fog-bank coming gradually from the land, and knew that it was going to pass between the steamer and myself. The 'Storstad' was about two miles away at the time. Then the fog came, and the steamer's lights disappeared. I rang full-speed astern on my engines and stopped the ship. At the same time I blew three short blasts on the steamer's whistle, meaning, 'I am going full-speed astern.' After that he answered me with his whistle, giving one prolonged blast. I then looked over the side of my ship into the water and saw that my ship was stopped. I stopped the engines and blew two long blasts, meaning that my ship was under way, but had stopped, and had no way upon her. He answered me again with one prolonged blast.

The sound then seemed to come from about four points upon my starboard bow. It was foggy, and I looked to the point where the sound came from. About two minutes after I saw his red and green lights. He was then about one ship's length from me. I shouted to him through a megaphone to go full-speed astern, as I saw that the danger of a collision was inevitable. (2) At the same time I put my engines full-speed ahead with my helm hard apart, with the object of avoiding if possible the shock. Almost at the same time he came and cut me right in, and cut me down in a line between the funnels. (3) Captain Kendall also said he asked the steamer to keep full-speed ahead so as to fill up the hole made, but she backed away and the 'Empress of Ireland' began to fill rapidly and sink. 'I am almost certain,' he added, 'that if the 'Storstad' had stuck to us we could have reached shore.' Distress signals were sent out. The ship, however, sank in fifteen minutes."—The "Times."



## THE COLLIER WHICH COLLIDED WITH THE "EMPRESS OF IRELAND"

DRAWN FROM A PHOTOGRAPH



IN COLLISION WITH THE "EMPRESS OF IRELAND" ON MAY 29; AND SEIZED BY ADMIRALTY  
ON HER WAY TO QUEBEC

The collier "Storstad," which was in collision with the "Empress of Ireland" with such tragic consequences, belongs to Christiania, and is a steel screw-steamer of 6023 tons register, built by Messrs. Armstrong, Whitworth and Co., at Newcastle, four years ago. At the time of the disaster she was on her way to Quebec, with 11,000 tons of coal. She arrived at Montreal on May 31, flying the Norwegian flag at half-mast, and it was possible to see a rent in her bows, fully thirty feet long. She was seized by the Admiralty Court Officer on behalf of the Canadian Pacific Railway, owners of the "Empress of Ireland," for an alleged debt of £400,000. A writ tacked up on the bridge stated that she had been seized.



## IRELAND," AND SANK HER IN THE ST. LAWRENCE RIVER.

NORMAN WILKINSON, R.O.I., R.I.



**JURST OFFICERS AT MONTREAL: THE "STORSTAD" (6028 TONS), OF CHRISTIANIA, WHICH WAS  
WITH 11,000 TONS OF COAL.**

on an action for two million dollars for damages suffered by the Canadian Pacific Railway as the result of collision with the "Empress of Ireland." Beside this was a summons commanding the appearance of the captain within a week. Later, an official statement was issued on behalf of Captain Andersen; this is dealt with on another page of our issue. The Commissioners appointed to inquire into the disaster consist of Lord Mersey (formerly Mr. Justice Bigham, President of the Admiralty Division), who was President of the Court inquiring into the loss of the "Titanic"; Sir Adolphe Rouillier, late of the Quebec Admiralty Court; and Chief Justice McLeod, of New Brunswick, Judge of the Admiralty Court of that province.



# THE LESSON OF THE COLLISION.

By JOSEPH CONRAD,

Author of "Typhoon," "Chance," "Twist and Turn," "The Mirror of the Sea," "Nostromo, a Tale of the Seaboard," etc.

THE loss of the *Empress of Ireland* awakens feelings somewhat different from those the sinking of the *Titanic* had called up on two continents. The grief for the lost and the sympathy for the survivors and the bereaved are the same; but there is not, and there cannot be, the same undercurrent of indignation. The good ship that is gone (I remember reading of her launch something like eight years ago) had not been ushered in with the beat of the big drum as the chief wonder of the world of waters. The company who owned her had no agents, authorised or unauthorised, giving boastful interviews about her unsinkability (mostly in the States. I must say) to newspaper reporters ready to swallow any sort of trade statement if only sensational enough for their readers—readers as ignorant as themselves of the realities of things outside the commonest experience of the man in the street.

No; there was nothing of that in her case. The company was content to have as fine, staunch, seaworthy a ship as the technical knowledge of that time could make her. In fact, she was as safe a ship as you ships out of any 1000 now afloat upon the sea. No; whatever sorrow one can feel, one does not feel indignation. This was not an accident of a very boastful marine transportation; this was a real casualty of the sea. The indignation of the New South Wales Premier flashed telegraphically to Canada is perfectly uncalled-for. That statesman, whose sympathy for poor mates and seamen is no suspect to me that I wouldn't take it at fifty per cent. discount, does not seem to know that a British Court of Marine Inquiry, ordinary or extraordinary, is not a contrivance for catching scapegoats. I, who have been seaman, mate, and master for twenty years, holding my certificate under the Board of Trade, may safely say that none of us ever felt in danger of unfair treatment from a Court of Inquiry. It is a perfectly impartial tribunal which has never punished seamen for the faults of shipowners—as, indeed, it could not do even if it wanted to. And there is another thing the angry Premier of New South Wales does not know. It is this: that for a ship to float for fifteen minutes after receiving such a blow by a bare stem on her bare side is not so bad.

She took a tremendous hit which made the minutes of grace vouchsafed her of not much use for the saving of lives. But for that neither her owners nor her officers are responsible. It would have been wonderful if she had not listed with such a hole in her side. Even the *Aguionis* with such an opening in her outer hull would be bound to take a list. I don't say this with the intention of disparaging this latest "triumph of marine architecture"—to use the consecrated phrase. She is a magnificent ship. I believe she would bear her people unscathed through ninety-nine per cent. of all possible accidents of the sea. But suppose a collision out on the ocean involving damage as extensive as this one was, and suppose then a gale of wind coming on. Even the *Aguionis* would not be quite seaworthy, for she would not be manageable.

But perhaps even that danger has been guarded against—I have read but very summary descriptions of that ship. Perhaps she is proof against collisions, strandings, stress of weather—the very fire from heaven could do her no harm. A thunderbolt falling on her foredeck would hardly disturb the gentlemen smoking in the delightful café at her after-end. Yet I don't know.

We have been accustomed ourselves to put our trust in material, technical skill, invention, and scientific contrivances to such an extent that we have come at last to believe that with these things we can overcome the immortal gods themselves. Hence when a disaster like this happens, besides the shock to our humane sentiments, there arises also a feeling of irritation, such as the hot gentleman at the head of the New South Wales Government has discharged in a telegraphic flash upon the world.

But it is no use being angry and trying to hang a threat of penal servitude over the heads of the directors of shipping companies. You can't get the better of the immortal gods by the mere power of material contrivances. There will be neither scapegoats in this matter nor yet penal servitude for anyone. The Directors of the Canadian Pacific Railway Company did not sell safety at sea to the people on board the *Empress of Ireland*. They never in the slightest degree pretended to do so. What they did was to sell them a sea-passage, giving very good value for the money. Nothing more. As long as men will travel on the water, the sea-gods will take their toll. They will

catch good seamen napping, or confuse their judgment by arts well known to them who go to sea, or overcome them by the sheer brutality of elemental forces. It seems to me that the mortal sea-gods never do sleep, and are never weary; whereas the seamen who are mere mortals condemned to unending vigilance are no match for them.

And yet it is right that the responsibility should be fixed. It is the fate of men that even in their contests with the immortal gods they must render an account of their conduct. Life at sea is the life in which, simple as it is, you can't afford to make mistakes.

With whom the mistake lies here, is not for me to say. I see that Sir Thomas Staughton has expressed his opinion of Captain Kendall's absolute innocence. This statement, premature as it is, does him honour, for I don't suppose for a moment that the thought of the material issue involved in the verdict of the Court of Inquiry influenced him in the least. I don't suppose that he is more impressed by the writ for 2,000,000 dollars nailed (or more likely posted) to the foremast of the *Norwegian* than I am, who don't believe that the *Storstad* is worth 2,000,000 shillings. This is merely a move of commercial law, and even the whole majesty of the British Empire (so finely invoked by the Sheriff) cannot squeeze more than a very moderate quantity of blood out of a stone. Sir Thomas, in his confident pronouncement, stands loyally by a loyal and distinguished servant of his company.

This thing has to be investigated yet, and it is not proper for me to express my opinion, though I have one, in this place and at this time. But I need not conceal my sympathy with the vehement protestations of Captain Anderson. A charge of neglect and indifference in the matter of saving lives is the cruelest blow that can be aimed at the character of a seaman worthy of the name. On the face of the facts as known up to now the charge does not seem to be true. If upwards of three hundred people have been, as stated in the last reports, saved by the *Storstad*, then that ship must have been at hand and rendering all the service in her power.

As to the point which must come up for the decision of the Court of Inquiry, it is as fine as a hair. The two ships saw each other plainly enough before the fog closed on them. No one can question Captain Kendall's prudence. He has been as prudent as ever he could be. There is not a shadow of doubt as to that.

But there is this question: Accepting the position of the two ships when they saw each other as correctly described in the very latest newspaper reports, it seems clear that it was the *Empress of Ireland's* duty to keep clear of the collier, and what the Court will have to decide is whether the stopping of the liner was, under the circumstances, the best way of keeping her clear of the other, who had the right to proceed cautiously on an unchanged course.

That, reduced to its simplest expression, is the question which the Court will have to decide.

And now, apart from all problems of maneuvering, of rules of the road, of the judgment of the men in command, away from their possible crimes and from the points the Court will have to decide, if we ask ourselves what it was that was needed to avert this disaster costing so many lives, spreading so much sorrow, and to a certain point shocking the public conscience—if we ask that question, what is the answer to be?

I can give it—but I dare hardly set it down. Yes; what was it that was needed, what ingenious combinations of shipbuilding, what transverse bulkheads, what skill, what genius—how much expense in money and trained thinking, what learned contriving, to avert that disaster?

To save that ship, all these lives, so much anguish for the dying, and so much grief for the bereaved, all that was needed in this particular case in the way of science, money, ingenuity, and seamanship was one man and one cork-fender.

Yes; one man, a quartermaster, an able seaman that would know how to jump to an order and was not an excitable fool. In my time at sea there was no lack of men in British ships who could jump to an order and were not excitable fools. As to the so-called cork-fender, it is a sort of soft balloon made from a net of thick rope rather more than a foot in diameter. It is such a long time since I have indented for cork-fenders that I don't remember how much these things cost apiece—thirty shillings or less, perhaps. And one

of them, hung judiciously over the side at the end of its lanyard by a man who knew what he was about, would have saved from destruction the ship and upwards of a thousand lives.

Two men with two fenders would have been better, but even the use of one would have made all the difference between a very damaging accident and downright disaster. By the time the cork-fender had been squeezed between the liner's side and the bluff of the *Storstad's* bow, the effect of the latter's reversed propeller would have been produced, and the ships would have come apart with no more damage than, perhaps, bulged or started plates, and that above the water-line too, not enough to cause a leak—let alone a sinking! Wasn't there lying about on that liner's bridge, fitted with all sorts of scientific contrivances, a couple of simple and effective cork-fenders—or on board of that *Norwegian* either? There must have been, since one ship was just out of a dock or harbour and the other just arriving. That is the time, if ever, when cork-fenders are lying about a ship's decks. And there was plenty of time to use them, and exactly in the conditions in which such fenders are effectively used. The water was as smooth as in any dock; one ship was motionless, the other just moving at what may be called dock-speed when entering, leaving, or shifting berths; and from the moment the collision was seen to be unavoidable till the actual contact a whole minute elapsed. A minute—an age under the circumstances. And no one thought of the homely expedient of dropping a simple, unpretending cork-fender between the destructive stem and the defenceless side!

Nothing more was needed. I assure my readers that I say this with absolute conviction, and that I am talking of something I know. I appeal confidently to all the seamen in the still United Kingdom, from His Majesty the King (who has been really at sea) to the youngest intelligent A.B. in any ship that will dock next tide in the ports of this realm, whether I am not right. I have followed the sea for more than twenty years. I have seen collisions; I have been involved in a collision myself; and I repeat emphatically that in the case under consideration this little thing would have made all that enormous difference—the difference between some slight damage and an appalling disaster.

Many letters have been written to the Press on the subject of collisions. I have seen some. They contain many suggestions, valuable and otherwise; but there is only one which hits the nail on the head. It is a letter to the *Times* from a retired Captain of the Royal Navy. It is printed in small type, but it deserved to be printed in letters of gold and crimson. The writer suggests that all steamers should be obliged by law to carry hung over their stem what we at sea call a "pudding."

This solution of the problem is as wonderful in its simplicity as the celebrated trick of Columbus's egg; it is infinitely more useful to mankind. A "pudding" is a thing something like a bolster of stout rope-net stuffed with old junk, but much thicker in the middle than at the ends. It can be seen on almost every tug working in our docks. It is, in fact, a fixed cork-fender always in position where presumably it would do most good. Had the *Storstad* carried such a "pudding" proportionate to her size (say, two feet diameter in the thickest part) across her stem, and hung just a little above the level of her hawse-pipes, there would have been an accident certainly, and some repair-work for the nearest ship-yard, but there would have been no loss of life to deplore.

It seems almost too simple to be true, but I assure you that the statement is as true as anything can be. We shall see whether the lesson will be taken to heart. We shall see. There is a Commission of learned men sitting to consider the subject of saving life at sea. They are discussing bulkheads, boats, davits, manning, navigation, but I am willing to bet that not one of them has thought of the humble "pudding." They can make what rules they like. We shall see it, with that disaster calling aloud to them, they will make the rule that every steam-ship should carry a permanent fender across her stem, from two to four feet in diameter in its thickest part in proportion to the size of the ship. But perhaps they may think the thing too rough and unsightly for this scientific and æsthetic age. It certainly won't look very pretty; but I make bold to say it will save more lives at sea than any amount of the Marconi installations which are being forced on the ship-owners on that very ground—the safety of lives at sea.

We shall see!



## LOOKING OUT FOR DANGER AT SEA: THE EYES OF THE LINER.



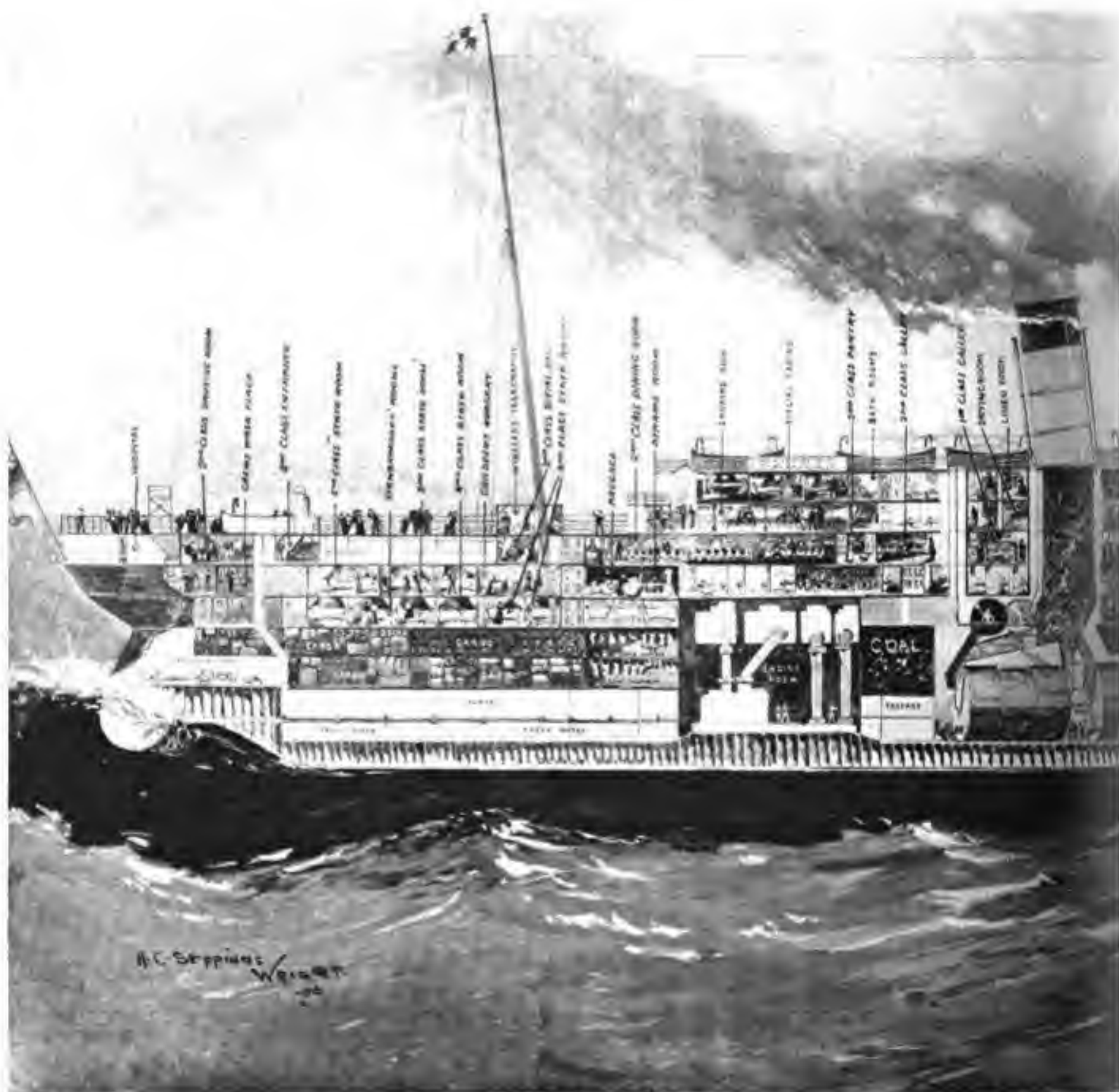
READY TO ANNOUNCE SUCH RISKS OF THE OCEAN AS VESSELS IN DANGER OF COLLIDING, DERELICTS, AND ICEBERGS:  
IN THE LOFTY CROW'S NEST OF A GREAT PASSENGER-SHIP.

It need not be said that the greatest precautions are taken to guard against such dangers of sea-going as those which destroyed the "Titanic" and caused the sinking of the "Empress of Ireland." They that go down to the sea in ships must, of course, run some risks—collisions with other vessels or with derelicts, collisions with icebergs, among them—but everything that is humanly possible is done to lessen such risks. First and foremost, perhaps, there is the look-out; then there is the wireless, and often, as in the case of the "Empress of Ireland," there is the submarine telephone signalling-

apparatus. By a somewhat dramatic coincidence it was announced in the London papers on the morning of the disaster to the Canadian Pacific liner that the provisions of a new Bill included a new wireless-telegraphy call, "the safety signal," to be used by the wireless stations which have to transmit to ships urgent information of icebergs, derelicts, approaching storms, or other dangers; and also a note that the master of a British ship shall report by wireless telegraphy or otherwise as soon as possible any dangerous ice or derelict or any other imminent danger to navigation.



# SUNK IN COLLISION: THE LINER WHICH MET DISASTER OFF

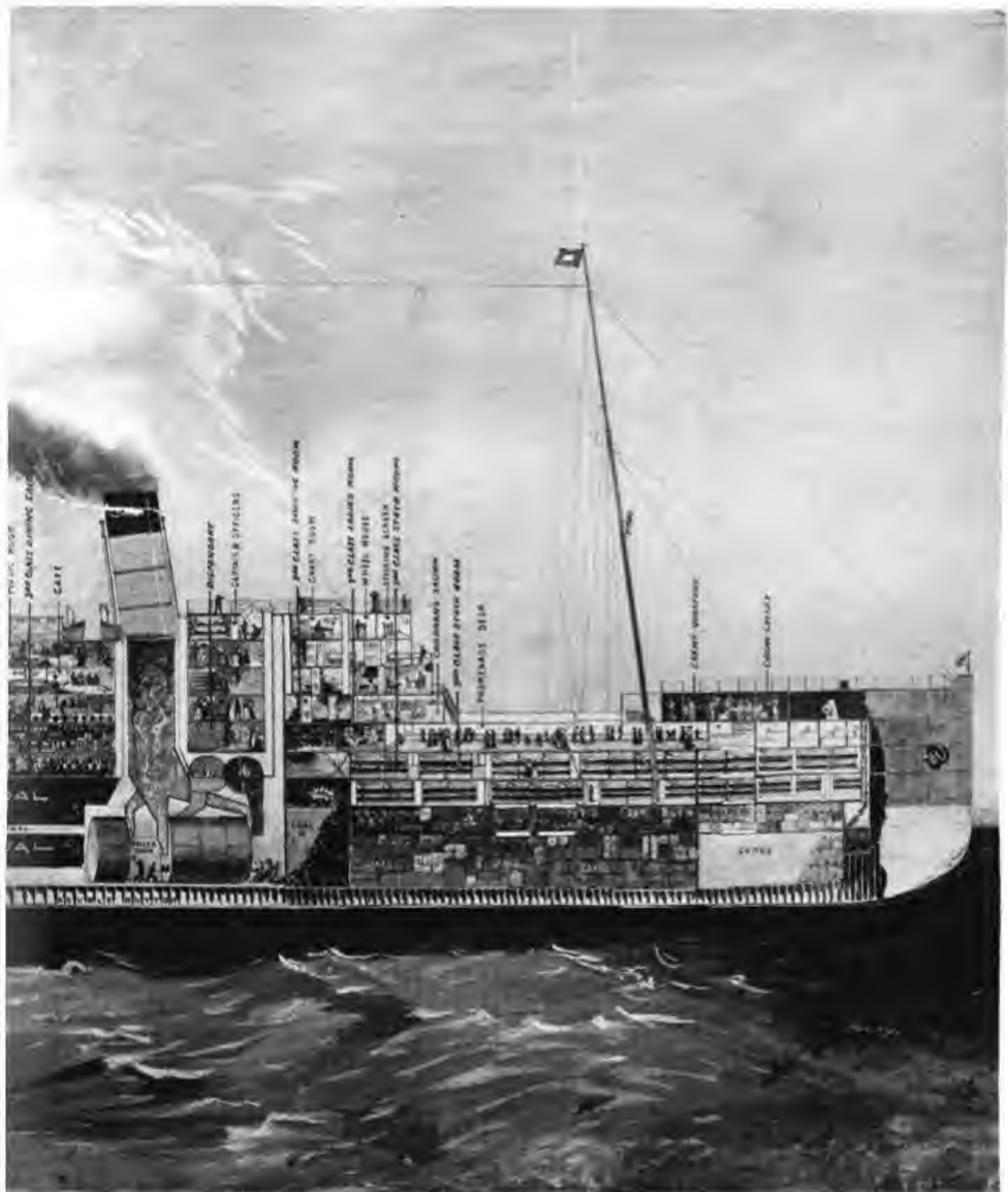


## THE INSIDE OF THE ILL-FATED CANADIAN PACIFIC LINER, THE "EMPRESS OF IRELAND": THE

The twin-screw Royal Mail steamer "Empress of Ireland," of the Transatlantic service of the Canadian Pacific Railway, was launched at Glasgow on January 27, 1906. She was 548 feet 9 inches long, over all; her breadth was 65 feet 7 inches, and her depth was 36 feet 7 inches. She was of 14,911 tons. Her engines developed 18,000 h.p. She had accommodation for 432 first-class, 328 second-class, and 846 third-class passengers. The first official telegram received at the Canadian Pacific



# FATHER POINT, AT THE MOUTH OF THE RIVER ST. LAWRENCE.



## SHIP THAT WENT DOWN AT 2.30 A.M. ON THE MORNING OF MAY 29—A SECTIONAL DRAWING.

The railway Company's offices in London stated that, at 2.30 a.m. on the morning of May 29, the "Empress of Ireland" was in collision with the collier "Storstad," at Father Point, and sank immediately. Two steamers rushed to the rescue, and a large number of passengers were picked up and landed at Rimouski. The "Empress of Ireland" was equipped with wireless telegraphy and submarine bell-signal telephones, and was luxuriously fitted. She was on the Liverpool-Canada Service.



## SUNK IN THE RIVER ST. LAWRENCE WHILE ON

PHOTOGRAPH BY



## "STRUCK AMIDSHIPS VITAL SPOT" OFF FATHER POINT: THE

During the afternoon of May 29, the following notice was posted in the windows of the Canadian Pacific Railway office in London:—"Notice to the Public. We are deeply distressed to have to announce that at 2.30 this morning the 'Empress of Ireland,' homeward bound from Canada, was in collision with the collier 'Stockton' off Father Point, in St. Lawrence River. She sank immediately. Two steamers were at once on the scene. A large number of passengers were picked up and landed at Rimouski. This is the extent of the information so far. Further particulars will be advised to the public as received." Later, it was known that Captain



# ER WAY TO LIVERPOOL: THE ILL-FATED LINER.

KATHONS BUREAU



## RESS OF IRELAND"—WHICH HAD SOME 1367 SOULS ABOARD.

Kendall had sent a wireless telegram to Captain Walsh, the C.P.R.'s marine superintendent there, saying: "'Empress of Ireland,' stopped dense fog, struck amidships vital spot by collier 'Storstad.'" It was feared from the first that many had lost their lives: then came the report that all had been saved. This was subsequently denied, and it was clear that a great disaster had occurred, equalled only by the sinking of the "Titanic," which, it seems hardly necessary to recall, sank after striking an iceberg in mid-Atlantic on April 11, 1912, during her maiden voyage. The number of lives lost in the "Titanic" disaster was 1503.



SCIENCE AND  
NATURAL HISTORYPROFESSOR E. G. COKER, M.A.,  
D.S.C., M.I.C.E.

Professor Coker has been appointed to the Chair of Civil and Mechanical Engineering in the University of London, tenable at University College. He was educated at the University of Edinburgh and Cambridge, and was used in the service of the London and North Western Railway. He is President-elect of the Engineering Section of the British Association this year.

Photograph by Bassett.

## SCIENCE JOTTINGS.

## AN AFRICAN CALIBAN.

It is popularly supposed, even to-day, that, according to Darwin, man is a descendant of the monkeys. But let those who feel hurt at the idea console themselves with the fact that he said nothing of the kind. What he did say was that man and the apes were descendants of a common stock; which is a very different thing. Huxley, years ago, endeavoured to set this misconception right in his delightful "Man's Place in Nature"; yet so deeply rooted was the original idea that he failed to reassure the non-scientific readers of his time. His son relates how his father, near the end of his life, saw Carlyle walking slowly, and alone, down the opposite side of the street, and, touched by his solitary appearance, crossed over and spoke to him. The old man looked at him, and merely remarking, "You're Huxley, aren't you? the man that says we are all descended from monkeys," went on his way, giving Huxley no chance of explaining matters, or of protesting against the imaginary sin of his old friend being thrust upon his shoulders. A more careful, less prejudiced, perusal of what Huxley said would have set the old man's mind at rest, and spared him this unmannerly response to a kindly greeting.

Huxley was the first, in that wonderful book, to marshal the facts of man's descent in detail. He pointed out the striking resemblances between man and the higher apes, and especially the chimpanzee and the gorilla. And the mass of facts which has accumulated since he wrote has confirmed that comparison in every detail. In so far as the gorilla is concerned, we have yet much to learn, for this is the most untamable of the three great apes—the other two being the chimpanzee and the orang-utan.

The first hint of the existence of the gorilla dates back to the records of the English sailor Battel, more than three hundred years ago. He spoke of it as the Pongo. But the great Cuvier brushed his account aside as a

mere traveller's tale. Not until 1827 did any convincing account of this animal reach Europe. This we owe to Dr. Savage, an English missionary who sent drawings of a skull of one of these huge apes to Sir Richard Owen, the great comparative anatomist. In 1846 came extraordinary tales of the strength and ferocity of this creature from the traveller Du Chaillu. And though these accounts were received with some sus-

picion at the time, later accounts have confirmed most of the topographical which Du Chaillu had given.

To Du Chaillu, however, belongs the credit of sending to Europe the first specimen of this hitherto mythical beast. This specimen was dispatched to the British Museum in spirits, and till a few days ago might still be seen in the upper mammal gallery of that



ONE OF THE FINEST SPECIMENS YET SEEN IN EUROPE: THE NEW STUFFED GORILLA RECENTLY INSTALLED IN THE NATURAL HISTORY MUSEUM.

"To Du Chaillu belongs the credit of sending to Europe the first specimen of this hitherto mythical beast. This, however, has just been replaced by one of the finest specimens yet seen in Europe, both in regard to mounting, which was done in the Rowland Ward studio, and in regard to size. As it stands it measures 5 ft. 7 in., and has a chest girth of 4 ft. 7½ in. No other specimen yet seen has had so luxuriant a growth of hair on the head and shoulders, while the chest, as usual, is bare. The general conformation of the face probably bears a close approximation to that of our primitive forebears, such as the Pittdown Man. . . . It was obtained from the great forest region near to, and to the west of, Lake Tanganyika."

Photograph specially taken for "The Illustrated London News."



DR. JOHN BALL, F.R.G.S.

Dr. Ball was recently awarded the royal medal of the Royal Geographical Society for distinguished work in geographical sciences in Egypt. He is engaged in the Engineering and Geological Survey Department of the Egyptian Ministry of Finance, and has written various books on his subject, including "The Geography and Geology of South East Egypt." He is a native of Derby.

Photograph by Penridge.

institution. This, however, has just been replaced by one of the finest specimens yet seen in Europe, both in regard to mounting, which was done in the Rowland Ward studio, and in regard to size. As it stands it measures five feet two inches, and has a chest girth of 4 feet 7½ inches. No other specimen yet seen has had so luxuriant a growth of hair on the head and shoulders, while the chest, as usual, is bare. The general conformation of the face probably bears a close approximation to that of our primitive forebears, such as the Pittdown Man. This is especially true of the receding chin and the broad, flat nose. But in the proportions of its limbs it differs very markedly from the human standard. The arms have a span estimated by Messrs. Rowland Ward at ten feet, which is nearly twice the animal's height; while in the human race the span of the arms is, roughly, an index of the height. Similarly, the length of the legs, in proportion to that of the body, is much less than in man. The fingers, too, are much shorter, and the foot is shorter.

The gorilla rarely assumes the upright position, and, when walking, progresses in a stooping position, supporting the weight of the body on the knuckles. In its colouration this specimen differs from all others yet seen, the body being quite black, save for a large "saddle" of grey. In the typical gorillas this grey colour pervades the whole of the hinder part of the body and legs. It was obtained from the great forest region near to, and to the west of, Lake Tanganyika, and it may be surmised, from the shaggy character of the hair of the head and shoulders, from the mountainous area of this forest.

Unlike his cousin, the chimpanzee, the gorilla will not endure captivity, being of a morose disposition, and extremely savage. Young animals have on several occasions been exhibited at the Gardens of the Zoological Society of London, but they have never lived more than a week or two.

W. P. PYCRAFT.



# A MIDNIGHT BALL GIFT: A PICTURE BY A FAMOUS A.R.A.



"THE ILLUSTRATED LONDON NEWS" PRESENT FOR A FORTUNATE GUEST AT THE FORTHCOMING CHARITY BALL AT THE SAVOY IN AID OF THE NATIONAL INSTITUTE FOR THE BLIND: "THE MORNING RIDE," BY JOHN LAVERY, A.R.A.

There is to be held at the Savoy, on June 25, what has been fairly called the amazing Midnight Ball, in aid of the National Institute for the Blind. Thanks to a remarkable scheme organized by our contemporary, "The Sketch," this will have a feature which is unique. Every guest at it—that is to say, everyone who has bought a ticket giving admission to the ball and entitling to a champagne supper—will have, without further payment, a chance of receiving one of a splendid series of gifts whose total value is over £2500. "The Illustrated London News" is presenting, as one of these gifts, the very fine original painting from which the above reproduction was made. The picture is by that famous A.R.A., John Lavery, many examples of whose work, gathered together from galleries and private collections, are about to be shown at the Grosvenor Gallery. In addition to

this, there will be such gifts as a £600 Daimler motor-car; a fifty-guinea diamond-and-pearl pendant; a table of plate of like value; gowns each of the value of fifty guineas; a fifty-guinea dressing-bag; many pounds' worth of cigars and cigarettes; sports coats; a gramophone; suits for men; a fur coat; and so on, and so on. The tickets started at three guineas each, are now at four guineas, and will certainly reach a higher price, as so fine a charity is concerned. They can be obtained from Mrs. Carl Leyel, Savoy Hotel, London, W.C. We would again note that the price of such a ticket is for admission to the ball and for the champagne supper, that no charge is made in connection with "The Sketch" scheme of gifts; and that anyone attending the function will have the chance of receiving a valuable present.



# WROUGHT BY DEFENDERS AND ATTACKERS! TAMPICO DESTRUCTION.

PHOTOGRAPHS BY HAYES.



SET ON FIRE DURING THE BATTLE OF TAMPICO: HEAPS OF BURNING COAL IN A COOK'S YARD.



DESTROYED WHILE THE FEDERALS WERE DEFENDING TAMPICO AGAINST THE REBELS: A BURNT-OUT FREIGHT CAR ON THE RAILWAY.



SIGNS OF THE DESTRUCTION LAID IN TAMPICO BY THE REBEL ATTACK AND, IN PART, AT ALL EVENTS, BY SHELLS FROM FEDERAL GUN-BOATS DEFENDING THE TOWN: HAYES ON ONE OF THE BIG OIL COMPANIES' WHARVES.



AWAITING THE REBEL ATTACK: FEDERAL TROOPS IN THE TRENCHES DURING THE BATTLE OF TAMPICO.



AWAITING THE REBEL ATTACK: FEDERAL TROOPS IN THE TRENCHES DURING THE BATTLE OF TAMPICO.

The capture of Tampico by the Mexican Rebels, or Constitutionalists, was first reported on May 11, when it was said that the most desperate battle of the whole revolution was raging there. Some of the oil wells and tanks were reported to be on fire, as well as a large portion of the town. The Rebel artillery, it was said, worked by the light of the glare from the blazing oil-tanks, sending shot after shot from their twenty field-guns into the Federal entrenchments in the centre of the town. For some time there was uncertainty as to the extent of the damage to the oil-wells, and it was feared that, unless

they were looked after, they would soon begin to pour oil into the Panuco river and that there would be a disastrous conflagration. At the same time, it was hoped that the Rebels, from self-interest, would protect the wells as much as possible. By May 14 no news of any great destruction of the oil-fields had reached Washington, and the United States Government undertook to impress on the Rebels the necessity of protecting property. The correspondent who sent us the photographs says the destruction shown was caused in part, at all events, by shells fired from the Federal gun-boats on the river.



## THE "EMPRESS OF IRELAND'S" COMMANDER: A WELL-KNOWN OFFICER.

PHOTOGRAPH BY ILLUSTRATED PICTURE.



THE CAPTAIN OF THE ILL-FATED LINER, WHO WENT DOWN WITH HIS SHIP, BUT WAS SAVED AND TAKEN ABOARD THE COLLIDING VESSEL, THE "STORSTAD": CAPTAIN G. H. KENDALL.

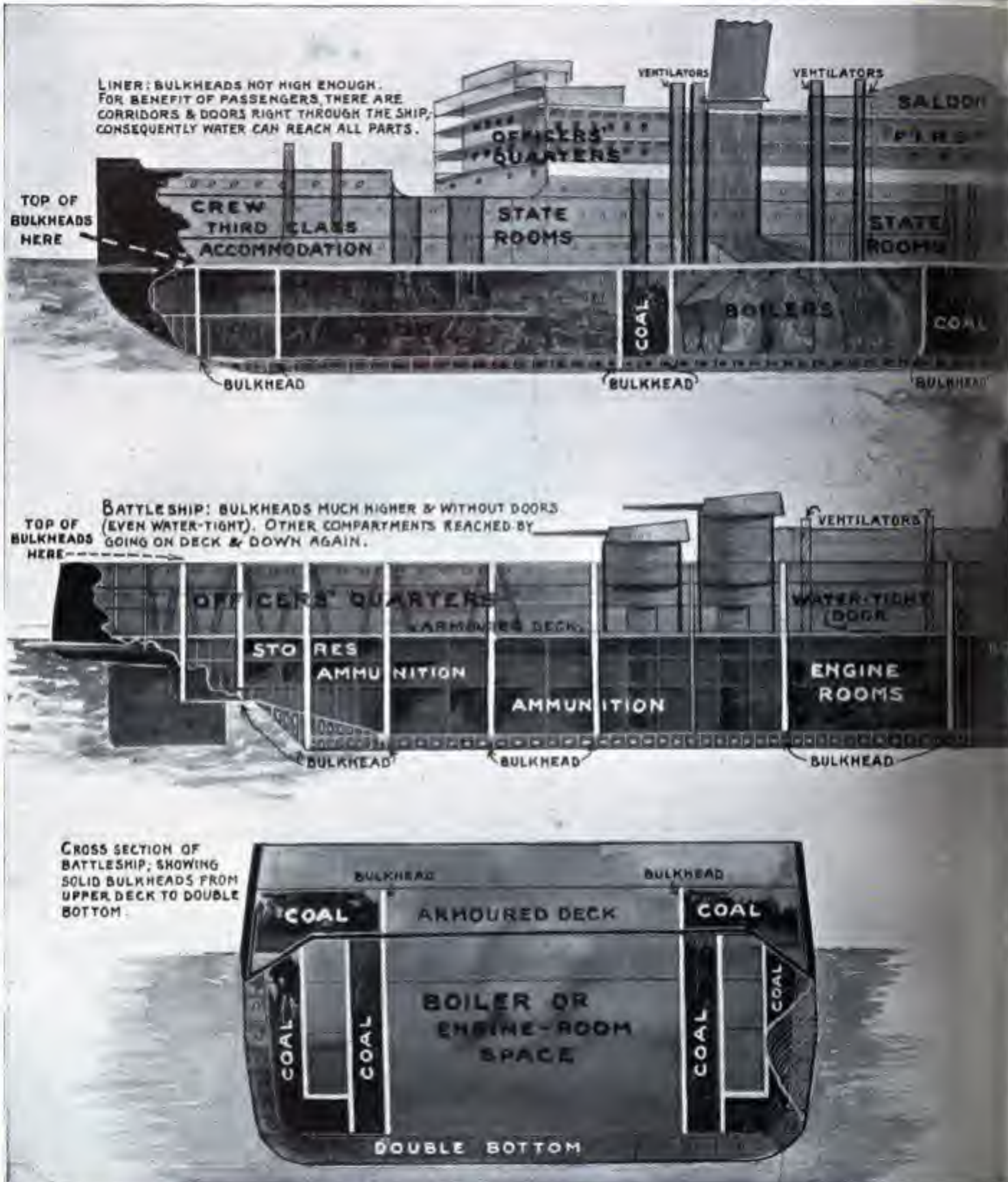
Captain Kendall, the commander of the "Empress of Ireland," was born in Chelsea and is thirty-eight. Apprenticed to the sea in his early years, he made many voyages in sailing-vessels and then joined the Beaver Line. He was transferred to the Canadian Pacific Company when the two lines were amalgamated. As we have indicated, he has seen much service. He was chief officer of the "Empress of India" before being promoted, in turn, to the command of the "Milwaukee," the "Monmouth," and the "Montrose." At the time of the disaster in the St. Lawrence he was making his first round trip in command of the "Empress of Ireland." He is married and lives at

Blundellsands, near Liverpool. The man-in-the-street recalls him immediately for the part he played in the Crippen case. At that time he was in command of the "Montrose," aboard which Crippen went, as Mr. Robinson, with Miss Le Neve, dressed as a boy, as Master Robinson. Captain Kendall, noticing something unusual about the pair, got into conversation with them, and, later, sent a message by wireless to the London police. As a result, Crippen was arrested on the arrival of the ship at Father Point. Captain Kendall went down with the "Empress of Ireland," but came up, caught a piece of wreckage, and was rescued by a lifeboat.



# WILL THE LINER OF THE FUTURE BE MADE SAFER BY

DRAWN BY CHIESS



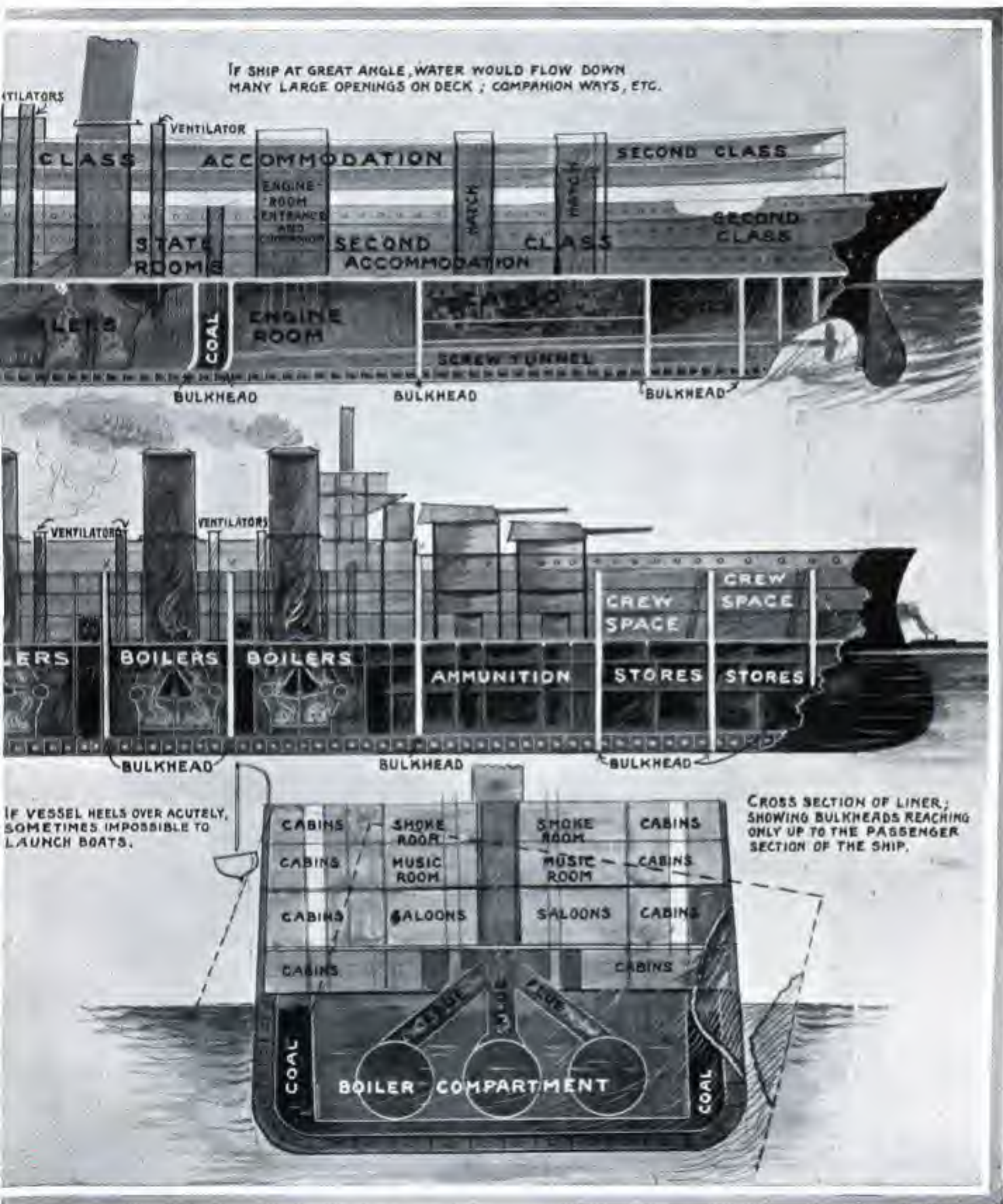
THE SOMEWHAT LOW BULKHEADS OF THE AVERAGE LINER ALLOWING FREE PASSAGE IN THE THE BATTLE-SHIP; DIAGRAMS SHOWING HOW THE HOLED PASSENGER-VESSEL MAY FILL WITH

With regard to the diagrams here given, it should be noted that, in the opinion of some constructors at all events, the liner of the future will have to be built, so far as its bulkheads are concerned, after the fashion of a battle-ship. In the case of the average liner, the bulkheads reach only from the double-bottom to the floor of that part of the ship which may be called the domestic section, appertaining to the passengers and the crew. Through this domestic portion run numerous corridors; and there are, of course, many doors. As a result, such a ship be holed above her bulkheads water will flow freely through the ship, there being practically nothing to stop its course. This freedom of passage, which, as is indicated, is considered dangerous, is, of course, for the convenience of passengers, who like to have free way straight through the ship. In the case of the modern battle-ship the bulkheads reach up



# BULKHEADS LIKE THOSE OF THE MODERN BATTLE-SHIP?

T. DE LACY.



DOMESTIC PART OF THE VESSEL COMPARED WITH THE RIGHT-THROUGH-THE-SHIP BULKHEADS OF A BATTLE-SHIP. WATER: WHILE THE HOLED WAR-SHIP MAY HAVE ONLY ONE SMALL SECTION FLOODED.

from the double bottom to the upper deck, and the whole ship is thus cut into definite water-tight compartments. Further, each bulkhead is solid, without even a water-tight door in it. Thus if a hole is made in any one water-tight section it is impossible for water to reach any other section. In passing from one compartment to another, which in the case of a liner is done through water-tight doors both in the water-tight section proper and in the domestic section, those wishing to do so in a battle-ship must go right up to the deck and then right down again. In the case of such damage as that shown in the sectional drawing at the right-hand bottom corner, water would flow freely through the ship, part of the damage being above the bulkheads. In the case of a battle-ship receiving similar damage (see the sectional diagram at the left-hand bottom corner) the wing bulkhead alone would be flooded.



## PRECISELY WHAT THE SINKING OF THE "EMPRESS

PHOTOGRAPH BY



### CROWDS EQUAL TO THOSE LOST WITH THE "EMPRESS OF IRELAND" AND WITH OF IRELAND'S" DEAD; IN THE PHOTOGRAPH AS A

Our readers will recall that when the "Titanic" went down in April 1912, after collision with an iceberg, we published this photograph as showing a crowd equal to that lost with the ill-fated White Star liner. We republish the photograph, marking upon it the number lost by the sinking of the "Empress of Ireland." The most recent official figures are as follows—and it will be noted that these differ from the first estimate, mentioned elsewhere in this issue—On Board: 1476. Lost: 1021.



# OF IRELAND" MEANT: THE ROLL OF THE DEAD.

OPTICAL PRESS.



THE "TITANIC": WITHIN THE LINES, 1024 PEOPLE (THE NUMBER OF THE "EMPRESS OF IRELAND" MEANT: THE ROLL OF THE DEAD.)

Figures alone do not convey invariably the extent of a catastrophe. For that reason we print this photograph of a crowd equalling the number of the "Titanic's" dead; with lines marking off 1024 (the number of the "Empress of Ireland's" dead). We have used for the purpose part of a photograph taken on Tower Hill during a labour demonstration. It must further be added that even now the figures may need slight alteration.



## SAFETY AT SEA: WHISTLE-BLAST SIGNALS AND THEIR MEANINGS.

DRAWN BY CECIL KING, R.N.A.



1. ONE SHORT BLAST.—"I AM DIRECTING MY COURSE TO STEARBOARD. THE TWO VESSELS ARE APPROACHING EACH OTHER AND EACH IS SOUNDING SHORTLY TO STEARBOARD, AND YOU WILL FIND PORT TO PORT."



2. THREE SHORT BLASTS.—"I AM DIRECTING MY COURSE TO STEARBOARD. THE VESSEL ON THE LEFT HAS TWO SHORT BLASTS AND IS SOUNDING SHORTLY TO STEARBOARD AND SHORTLY TO PORT. THE VESSEL ON THE RIGHT IS SOUNDING SHORTLY TO STEARBOARD AND SHORTLY TO PORT."



3. TWO SHORT BLASTS.—"I AM DIRECTING MY COURSE TO PORT. THE VESSEL ON THE LEFT IS SOUNDING TWO SHORT BLASTS AND IS SOUNDING SHORTLY TO STEARBOARD AND SHORTLY TO PORT. THE VESSEL ON THE RIGHT IS SOUNDING TWO SHORT BLASTS AND IS SOUNDING SHORTLY TO STEARBOARD AND SHORTLY TO PORT."



4. TWO LONG BLASTS.—"I AM DIRECTING MY COURSE TO PORT. THE VESSEL ON THE LEFT IS SOUNDING TWO LONG BLASTS AND IS SOUNDING SHORTLY TO STEARBOARD AND SHORTLY TO PORT. THE VESSEL ON THE RIGHT IS SOUNDING TWO LONG BLASTS AND IS SOUNDING SHORTLY TO STEARBOARD AND SHORTLY TO PORT."

OF MUCH INTEREST IN CONNECTION WITH "THE FORHCOMING INQUIRY INTO THE "EMPERESS OF IRELAND"  
AND "STORSTAD" COLLISION: SIGNALS BY WHISTLE, OR SIREN

In his evidence at the inquest at Rimouski, Captain Kendall said: "I blew three short blasts on the steamer's whistle, meaning, 'I am going full-speed astern.' After that he answered me with his whistle, giving one prolonged blast. I then looked over the side of my ship into the water and saw that my ship was stopped. I stopped the engines and blew two long blasts, meaning that my ship was under way, but had stopped and had no way upon her . . . . With regard to the last signal, it may

be noted that in the Regulations for Preventing Collisions at Sea in the notice: "A vessel is 'under way' within the meaning of these Rules, when she is not at anchor, or made fast to the shore or aground." It is prescribed that steam-vessels shall give sound signals on the whistle or siren. The words "prolonged blast" mean a blast of from four to six seconds' duration. The words "short blast" mean a blast of about one second's duration.



## SAFETY AT SEA: LIGHTS AND THE RULE OF THE ROAD FOR SHIPS.

DRAWN BY CECIL KING, R.S.A.



5.

—GREEN TO GREEN AND RED TO RED—  
"PERFECT SAFETY—NO ALARM!"

Each ship is showing the other her port light.



6.

"RED TO YOUR STARBOARD AND GREEN  
IT IS YOUR DUTY TO KEEP CLEAR."

IF GREEN TO YOUR STARBOARD AND RED TO YOUR  
STARBOARD TO YOUR PORT WAYS CLEAR OF YOU."

The left-hand ship shows a green light, but sees the red light of the right-hand ship on her starboard bow. The former must therefore give way.



7.

SAILING—A SHIP CLOSERHAND ON THE PORT TACK GIVES WAY TO ONE CLOSERHAND ON THE STARBOARD TACK. HERE THE RIGHTHAND SHIP GIVES WAY.



8.

A STEAMER ALWAYS GIVES WAY TO A SAILING-SHIP, WHATEVER HER COURSE.

OF MUCH INTEREST IN CONNECTION WITH THE FORTHCOMING INQUIRY INTO THE "EMPRESS OF IRELAND"  
AND "STORSTAD" COLLISION: "ROAD" REGULATIONS AT SEA.

In the statement made for the captain of the "Storstad," it is said: "The vessels sighted one another when far apart. The 'Empress of Ireland' was seen off the port bow of the 'Storstad.' The green (starboard) light of the 'Empress of Ireland' was visible to those on board the 'Storstad.' Under these circumstances the rules of navigation gave to the 'Storstad' the right of way. The heading of the 'Empress of Ireland' was then changed. . . . Shortly after, the fog enveloped first the 'Empress

of Ireland' and then the 'Storstad.' . . . The 'Empress of Ireland' was then seen through the fog close at hand on the port bow of the 'Storstad.' She was showing a green light and making considerable headway." A regulation of the sea says: "When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other."



# SURVIVORS OF THE "EMPRESS OF IRELAND": SOME OF THE SAVED.

PHOTOGRAPHS BY TOPICAL, BERRYMAN, SPIRY AND GENERAL, WESTON, AND EDWARDS, SCOTT, NEW SOUTH WALES, ETC.



1. MR. EDWARD BAMFORD: JUNIOR WIRELESS OPERATOR ON THE "EMPRESS OF IRELAND."
4. MR. J. W. LANGLEY: A RANCHER, OF CANFORD, BRITISH COLUMBIA.
7. MR. J. D. WHITE: SEVENTH ENGINEER ON THE "EMPRESS OF IRELAND."

2. THE REV. J. WALLEY, OF THE UNITED METHODIST CHURCH, WESTCLIFF-ON-SEA.
5. MR. NORMAN: BANDMASTER ON BOARD THE "EMPRESS OF IRELAND."
8. MR. J. FERGUS DUNCAN: OF MESSRS. KIMBER, BULL, AND DUNCAN, SOLICITORS, 4, OLD JEWRY.

3. MR. ROWLAND FERGUSON: SENIOR WIRELESS OPERATOR ON THE "EMPRESS OF IRELAND."
6. MISS GRACIE HANNAGAN, DAUGHTER OF BANDMASTER HANNAGAN, OF THE SALVATION ARMY, TORONTO.
9. MR. J. GRANT: ELECTRICIAN ON THE "EMPRESS OF IRELAND."



## THE WHISTLE OF A LINER; AKIN TO THAT OF THE "EMPRESS OF IRELAND."

Photograph by C.N.



FOR GIVING SUCH WARNING CALLS AS THE "EMPRESS OF IRELAND'S" "I AM GOING FULL-SPEED ASTERN":

A STEAMER'S WHISTLE—ON THE "AQUITANIA."

In the evidence he gave at the inquest at Rimouski, Captain Kendall, of the "Empress of Ireland," said: "After passing the gas-burner at Cork Point, I sighted the steamer 'Storstad' . . . Then the fog came, and the steamer's lights disappeared. I rang full-speed astern on my engines and stopped the ship. At the same time I blew three short blasts on the steamer's whistle, meaning 'I am going full-speed astern.' After that he answered me with his whistle, giving one prolonged blast. . . . My ship was

stopped. I stopped the engines and blew two long blasts, meaning that my ship was under way, but had stopped, and had no way upon her. He answered me again with one prolonged blast. . . . In the official statement issued on behalf of the captain of the collier 'Storstad,' it is said: "Whistles from the 'Empress of Ireland' were heard on the 'Storstad's' port bow and answered." The "Aquitania" left on her maiden voyage to New York the day after the disaster to the "Empress of Ireland."





## MUSIC.

A SINGULARLY vivid rendering of Dr. Strauss's symphonic poem, "Don Quixote,"

was the outstanding feature of the London Symphony Orchestra's concert last week, and Herr Mengelberg, who directed the performance, has every reason to feel proud. It was a fitting termination to a season's

POITZMAN'S WIFE IN "LA LEGENDE DE JOSEPH." MME. MARIE KOUSNETZOFF.

Dr. Richard Strauss's "La Légende de Joseph," the composer's first ballet proper, is to be produced at Drury Lane, for its first performance in England, on June 23.

Photograph by David Street Studios.

direct on June 26 will prove second to none in interest. Writing in general terms, it may be said that the spring season in the concert-halls has not produced any really great new artists. That there is much genuine talent is undeniable—perhaps it might be said that there is too much, for at the level of average achievement the struggle for life is hardest.

At Drury Lane, where Russian music now controls the programme, the success of "Der Rosenkavalier" and "Magic Flute" must be acknowledged. While Mozart's opera remains a striking example of great gifts misdirected, it will be admitted that the singing of Mlle. Claire Dux in the rôle of Pamina is something that few will be ready to forget. The absurd deep notes of Sarastro, the still more absurd high notes of the Queen of Night (partly transposed for one of the Queens, Mlle. Siems), the extravagances of Monostato, the general idiosyncrasy of Papageno—these things can and will be forgotten long before the opera-lover can forget the exquisite gift and art of Mlle. Dux. The music, despite the utter lack of continuity—and every one of the countless full closes seems to divide the message into distinct compartments—is a thing of beauty, but not of operatic beauty. Long training and the habit of thought make criticism of Mozart seem almost treasonable—he has added so much to the joy of life; but one can imagine no more effective fashion of undermining his vogue as a composer of opera than the production at regular intervals of such an opera as "The Magic Flute." At the same time, it is worth remarking that the attendance at the performances of Mozart's opera was remarkably good; Drury Lane was quite full on an evening when Caruso and Destinn, singing in "Madama Butterfly," had filled Covent Garden from stalls to gallery.

"L'Amore del Tre Re" thrills for a moment, but hardly makes a lasting impression. One feels that Italo Montemezzi is a gifted composer even while doubting whether his sense of the theatre is of the kind that makes the successful writer of opera. His score is singularly detached from the stage in many places; it is a highly ornate complex of comments that has not too much regard for the human voice. He has

a gift of melody and a sense of form; he uses his orchestra with more than ordinary skill; but he is utterly lacking in a sense of proportion and is ever seeking for a climax (the word is used here wrongly, but conventionally). As soon as he finds what he is looking for he starts to build up again: there is the sense of endless striving that mars for some of us the full effect of Dr. Ethel Smyth's fine opera, "The Wreckers." Yet Montemezzi gives the tragic poem of Sem Benelli sufficient life to make it appear reasonable, and not a mere tragedy of the transpontine order; and there are some moments at least when he thrills the listener with a sense of an episode brilliantly illuminated by the music. Mme. Edvina's Flora is quite a remarkable creation. The old blind man of Adamo Didur is also very striking. The baritone husband and tenor lover (Signors Cicada and Crimi) are good without being great; and the mounting, whether it please or displease, escapes the reproach of conventionality.

A SINGER AT A SUNDAY "DINNER AMUSANT" AT THE SAVOY HOTEL: MISS PERLE BARTI.

Miss Barti, the charming American artist, delighted the audience at one of the recent Sunday "dinner amusements" at the Savoy by her rendering of Lemaire's "Rose-mary" and other songs.

## PLAYHOUSES.

"THE LITTLE LAMB," AT THE APOLLO.

THE plot of "The Little Lamb," as Messrs. Wimperis and

Carrick style their adaptation, turns on the coincidence that two elderly married men have been paying blackmail for twenty-four years because each of them believes he is the father of a dancer's non-existent illegitimate child. "Your little lamb" appeared in a woman's writing on the photograph announcing their paternity to each of these sinners, and it is as "your little lamb" that the young miff Henri Lafitte is bidden by his lawyer to introduce himself to one of the fathers. His mother, a wholly respectable woman, follows in his wake, and is mistaken by both the old scamps for the dancer, and abused accordingly. There is the usual wild scramble through doors, and there are some ludicrous situations. Mr. Arthur Whitby, Mr. Louis Calvert, Mr. Nigel Playfair, and Miss Laura Cowie all expend their efforts on material much too insignificant for their ability. Mr. Rudge Harding and Miss Kate Bishop are other distinguished and hard-working members of the company.

"THE SECOND MRS. TANQUERAY," AT THE CORONET. It is an excellent performance in general that Miss Horniman's company has been giving this week at the Coronet. We have had no better Elean than Miss Beatrice Terry; the Cayley Drummie of Mr. Bibby is quite satisfying; the Orreyda of Miss Muriel Pope and Mr. Herbert Lomas provide us with a comic relief



DANCING IN THE RUSSIAN BALLETS AT DRURY LANE:

M. MICHEL FOKINE IN "DAPHNIS ET CHLOE."

Photograph by Saul Brandenburg.

work in which he has played a large and responsible part. We are beginning to suspect that some of the earlier dislike and suspicion of the Strauss tone-poems was due to the absence of complete understanding on the part of conductors. Much of the lack of coherence was properly to be referred to the interpretation rather than to the composition. It is far from easy to understand the significance of great music, and those who go regularly to the concert-halls must be able to cite several instances of complete understanding following upon a new interpretation of a fairly familiar modern work that had hitherto been "a garden enclosed, a fountain sealed."

There is a brief lull in the musical world at the end of May, the time of writing. Opera remains in evidence, but concert-halls are taking their brief, well-earned rest. The London Symphony Orchestra will be very busy next month, and will play at the Queen's Hall under the direction of three different conductors, including Nikisch. It is expected that Paderewski will play with the London Symphony Orchestra at one of the Nikisch concerts. The Queen's Hall Orchestra will not be as active as its chief rival, but doubtless the performance that Dr. Strauss is to



DANCING IN THE RUSSIAN BALLETS AT DRURY LANE:

MME. THAMAR KARSAVINA.

Photograph by Saul Brandenburg.

that is free from exaggeration. Mr. Rosmer lends Aubrey Tanqueray refinement, if not very much colour, while we get a most interesting and individual performance of the title-rôle from Miss Irene Rooke.



# THE LAST PHOTOGRAPHS OF THE IRVINGS: THE ACTORS IN CANADA.



1. PHOTOGRAPHED IN CANADA DURING THE TOUR WHICH ENDED SO TRAGICALLY: MR. LAURENCE IRVING.

2. PHOTOGRAPHED IN CANADA DURING THE TOUR WHICH ENDED SO TRAGICALLY: MRS. LAURENCE IRVING.

3. MEMBERS OF MR. AND MRS. LAURENCE IRVING'S COMPANY IN CANADA: INCLUDING (1) MRS. LAURENCE IRVING AND (2) MRS. HAROLD NEVILLE.

It appears that at the conclusion of the tour of Mr. and Mrs. Laurence Irving and their company in Canada twenty-two berths were booked for the party on the "Teutonic," due to reach England three days after the "Empress of Ireland." At the last moment, Mr. and Mrs. Irving changed their minds and decided to take the "Empress of Ireland,"

in order to reach England at the earliest possible date. With them came Mr. and Mrs. Harold Neville, of their company. The tour had been a great success; in particular with "Typhoon," that piece which may be said, above all, to have determined Mr. Laurence Irving's high place as an actor.



**To Hold Some 5000 People: The Largest and Newest British Liner.**



AS SHE WAS ABOUT TO START ON HER MAIDEN VOYAGE: THE 901-FEET LONG "AQUITANIA" AT LIVERPOOL LANDING-STAGE.

The great Cunarder, "Aquitania," the largest British liner, left for her maiden voyage to New York on May 30. She is a remarkable craft: 901 feet long, 97 feet broad, 92 feet deep to the boat-deck; with a gross tonnage of 47,000 tons and accommodation for nearly 5000 people. She is so big that the Clyde had to be dredged for her launching, to provide proper depth of water for her to float in. Extending through

her more vulnerable parts, there is a ship within the ship; in other words, there are two shells. Amongst the novelties of her construction and fittings are anti-rolling tanks, a gymnasium, a Pompeian swimming-bath, lifts, an ivy-clad garden lounge, an art gallery, a "Greenwich Hospital," smoking-room, verandah cafe, and a "Rotten Row" promenade. (PHOTOGRAPH BY WATSON.)

**The Flying First Lord: Mr. Winston Churchill as Airman's Passenger.**



AT PORTSMOUTH AFTER A FLIGHT FROM UPAVON. MR. WINSTON CHURCHILL IN AVIATION KIT—THE FAMILIAR HAT IN HIS HAND.

Mr. Winston Churchill, who, as First Lord of the Admiralty, has made it his business to do a great deal of flying and is credited with the desire to earn a pilot's certificate for himself, was in the air again just before Whit Sunday, when he flew from the Central

Flying School at Upavon, on Salisbury Plain, to Portsmouth. Contrary to the general idea that he would do so, he did not pilot the machine himself, but was the passenger of Major Gerrard, of the Military Flying School. (PHOTOGRAPH BY L.N.S.)



## AN AEROPLANE PARACHUTE: PHOTOGRAPHED IN AND FROM MID-AIR.

PHOTOGRAPH BY CENTRAL PHOTO.



THE FIRST PARACHUTE DESCENT FROM AN AEROPLANE IN ENGLAND: A UNIQUE PHOTOGRAPH TAKEN FROM THE MACHINE JUST AFTER MR. NEWELL DROPPED—SHOWING THE PILOT'S FEET AND THE LANDING WHEELS AND THE PARACHUTE FAR BELOW

This unique photograph was taken in mid-air from an aeroplane at Hendon a few days ago, immediately after Mr. W. Newell had dropped off with his parachute into space at a height of 2000 feet. This was the first parachute descent from an aeroplane made in England. The machine was a Grahame-White biplane piloted by Mr. Reginald Carr. Mr. Newell descended safely and landed near the railway, his descent taking 2 min. 22 sec.

A similar experiment was successfully made at Juvisy, near Paris, on February 12, when a man named Orf came down in a parachute of his own invention from an aeroplane piloted by M. Lemoine. The height reached on that occasion was 900 feet, and the descent occupied 40 seconds. The sudden loss of weight when the parachutist dropped off did not upset the balance of the aeroplane.



## FROM THE WORLD'S SCRAP-BOOK.

PHOTOGRAPHS BY C.N. PHOTO TAKES, AND KENNEDY PRESS.



FORMERLY ONE OF THE MOST PICTURESQUE CHURCHES BY THE THAMES: WARGRAVE CHURCH AFTER THE FIRE ATTRIBUTED TO SUFFRAGETTES.

The beautiful church at Wargrave was burnt out in the early hours of Monday, June 2, by a fire caused by incendiaries. Outside the building were found three post-cards bearing Suffragist messages. Wargrave Church, originally of Norman date, was rebuilt early in the seventeenth century. The only



DESTROYED BY INCENDIARIES BELIEVED TO HAVE BEEN SUFFRAGETTES: THE INTERIOR OF WARGRAVE CHURCH AFTER THE FIRE.

Norman portion remaining was the north door. The parish register, fortunately saved from the fire, dates from 1538. The fire was apparently started in the organ. Among the materials in the church destroyed was one to the author of "Sandford and Merton," Thomas Day, who died in 1784.



WITH MAST DWARFING THAT OF HER PREDECESSOR: "SHAMROCK IV." (SECOND FROM LEFT), "SHAMROCK III." ON THE RIGHT, AND "ERIN" (SECOND FROM RIGHT). To Thomas Lipton's new challenger for the America Cup, "Shamrock IV," lately launched at Gosport, has a huge mast, 120 feet long, which makes that of the old "Shamrock" look quite small. The mast is made of innumerable pieces of fine silver spruce jointed together, and probably cost over £100.



A BANK HOLIDAY INNOVATION EXTENDED BY THE LONDON COUNTY COUNCIL: OPEN-AIR DANCING ON HAMPSTEAD HEATH.

The facilities for open-air dancing on Bank Holiday provided by the London County Council last year at Hampstead Heath were this Whituntide extended to Clapham and Streatham Commons, and Victoria Park, Hackney. The entrance-fee was one penny (including programme); the Council provided music.



SEEN FROM THE TOP OF "SHAMROCK IV'S" MAST: THE DECK, SHOWING THE COCKPIT CONTAINING THE STEERING-GEAR.

Among the notable features of "Shamrock IV," is the little cockpit containing the new steering-gear, which is connected with a quadrant working the rudder below deck. There is nothing on deck except what is absolutely necessary, and simplicity is the chief characteristic of the yacht.



# DEWAR'S



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## A TWO-HOURS' EXILE AFLOAT: ALBANIA'S RULER GOING TO SEA.

JAMES A. PHOTOGRAPH BY LUTHER.



EMBARKING, WITH HIS CONSORT, ON BOARD AN AUSTRIAN PINNACE AT DURAZZO: PRINCE WILLIAM QUITTING THE SHORES OF ALBANIA FOR A FOREIGN WAR-SHIP.

On May 23 Prince William of Albania, who only arrived at Durazzo as ruler of the country on March 5 last, was in exile afloat for some two hours. It was believed that a force of some 3000 Moslem insurgents were within five miles of the city, approaching to attack it. On being warned of the danger by the Italian and Austrian Ministers, the Prince, with his wife and children, left the Palace, about 3 p.m., and were conveyed by an Austrian pinnace to an Austrian war-ship, from which they subsequently removed to an Italian vessel. Meanwhile the Commission of Control negotiated with the insurgent

leaders, who proved more amenable than was expected. They agreed to desist from hostilities, and about 7 o'clock the Prince returned to the Palace, followed by the Princess some two hours later. It has since been stated by Prince William's Master of the Household, Herr von Trotha, who arrived in Berlin on May 31, that the Prince's "flight" was due to Italian and Austrian diplomacy, and that nothing can be done in Albania until the Prince obtains a military force. On June 2 it was reported that he intended to leave Durazzo for Scutari.



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## ART NOTES.

THE New English Art Club, despite the absence of Mr. John and Mr. Orpen, is full of good things. For the realism that clutches you like a piece of Grass's acting there is nothing in equal Mr. Walter Sickert's large "Ennui." It shows a woman suffering, apparently, from a glass-case of stuffed birds, a chest of drawers, a stale decanter, and from a man with the abstracted eye of one who falls to his cigar for comfort. It is a scene of incomparable dreariness. "Stone walls do not a prison make," but with lulling-house wall-papers the case is different. The room and the weary people in it are such as Mr. George Moore might have written a whole chapter about in his "Jennine magazine." The atmosphere is depressing enough for the liveliest adventurer—of a quarter of a century ago. That such themes should still provoke Mr. Sickert to witty brushwork is one of the curiosities of the twentieth century. The very match-box (the most convincing match-box, by the way, ever put into paint) is the one we have known for twenty years: a realist who kept abreast with the times would have replaced it by a "lighter." "Lighters," he leaves for the disciples.

Of disciples there are a multitude, and they mostly paint in the same back-bed room. The washstand, the iron hutch, and the unsafe chair appear in all of their canvases. They are the symbols of the old revolt against the Arab Hall and St. John's Wood. Mr. Gillman, consequently, is a real rebel, but the lady who wears it is otherwise a whole-hearted protest against the wicker chairs of Lord Leighton. More interesting than Mr. Sickert's followers are the painters who have escaped from the back-bedroom in Mornington Crescent. Mr. Mark Gertler's "Fruit Sorters" is a sort of Piero della Francesca of the Hall. It is a parody rather than a copy, but it has a horizon, and the figures show up against the sky instead of against American cloth and muslin curtains. A most

happy compromise between Camden Town and Utopia is Mr. Charles Stabile's "Women Folk of Barge" (13,041), in which the blue-skirted figure is admirably composed and painted.

More interesting than the imitators of the moderns—than the picture by Mr. Van Gogh that seems to recall cypresses made familiar in many an Academy landscape, than the efforts of Mr. James Symonds and Mr. Collins-

bury the Old Masters; but here, too, are painters who have re-discovered the ancient joys of clean colour and pretty people. The hair of Mr. Brockhurst's nymph is as pale as primroses, and her feet are white as lilies: she is an extreme type of Arcadia. Yet we prefer her looks to those of the young women of boots and hairpins who are her neighbours. Miss Winifred Lynton's portrait and Miss Barrow's "Striped Mug" must also be mentioned among many good things.

Mr. Robert Gregory's Ireland is green after a fashion, but the chief note of his work at the Chend Gallery is one of storm-coloured hills, dun earth, and purple rocks. There is an extravagant loneliness about his landscapes that would fit them admirably for stage-scenes to a less humorous "Playboy." Sirge's landscape is dolorous enough, but his characters change the face of it, and it does not last in the memory as an oppression. Though Mr. Gregory's Ireland is distressful, it has poetry, and he is a master of decorative arrangement. E. M.

## A NEW NOVEL.

THE priceless thing, in Mrs. Maud Stegney Rawson's lengthy novel of the name, would have been compression. Fears and castles are difficult material to handle—they have a way of taking charge of everything, including the author—and it is just in her castle that Mrs. Rawson loses control. "The Priceless Thing" (Stanley Paul) is unwieldy, and almost—unforgivable on—prosy; and, this, too, when we are looking for the promised thrills. Otherwise the story is a good story, and the mystery of Castlehouse and Fleck well arranged and ingeniously arranged. The plot is elaborated with a generous hand, and worked out to the gratification of the heroine and her noble kinsfolk and the proper confusion of their enemies. There is a nicely turned live interest, and just a little about the ways of modern forgers of the antique. Altogether, its one weakness apart, a very pleasing volume.



SUMMER SPORT IN SWITZERLAND: ON THE GOLF LINKS AT ST MORITZ.

It Switzerland has lately been associated more with winter sport than that of summer, it has, of course, continued, as always, to be one of the most delightful of summer holiday grounds. What winter sport has done to make it popular all the year, instead of only in summer. The delights of "Summer Sports in Switzerland" are well set forth in an illustrated booklet of that title (the first of its kind) issued by the Swiss Federal Railways, Bern. The sports include climbing, sailing, canoeing, fishing, tennis, golf, and walking.

Baker in the respective manners of John and Holmes—is the beautifully poetic, clean, and original work of Mr. Charles Gere. Mr. Brockhurst's "By the Stream" is dreamy and charmingly drawn, in the fashion, not of the Futurists or Mr. Sickert, but of Masters. All through the New English, darkness grows among the nettles. Here are the people who would pull down the turret and

range. The plot is elaborated with a generous hand, and worked out to the gratification of the heroine and her noble kinsfolk and the proper confusion of their enemies. There is a nicely turned live interest, and just a little about the ways of modern forgers of the antique. Altogether, its one weakness apart, a very pleasing volume.

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## LADIES' PAGE.

A CORRESPONDENT learned in the law writes to me on the subject of the servant who was given a month's wages in lieu of notice by a County Court Registrar when her mistress had summarily dismissed her for refusing to carry parcels home from the shops. My correspondent says that in his opinion this would not be held by a superior Court to be good law unless the girl was definitely engaged simply as "housemaid." It is recognised, it seems, that if a woman is engaged as "cook," she cannot be ordered to do any sort of work outside her kitchen and cooking-stove; but if she should be wanted to undertake other duties—as in middle-class houses the cook is often expected, where the meals are simple, to aid in the housework—as to clean the dining-room—in this case she must be engaged as "cook-general." So my correspondent suggests we had better begin to engage the house-cleaning and table-waiting maids with a similar addition. Meantime, he is disposed to believe that to carry in the household requirements from the shops would be held by a Judge to be a lawful command for a mistress to give, and he suggests that ladies ought to form a "union" to support one another in such matters.

There is no topic that brings me so much correspondence as the servant question. Its urgency and its enormous importance, as affecting the very foundation of our separate home life, are evidently felt; and the loss of discipline in the household, and lack of all sense of duty on the part of young women, which are brought into strong relief by the scarcity of such labour, are daily difficulties that seem to the ordinary woman of infinitely more consequence than the lack of a vote. A long and interesting letter from a lady in Sussex offers the time-honoured explanation of the servant difficulty, the one to which most men half-consciously refer the trouble in their innermost thoughts—namely, the incompetence of mistresses. This correspondent imagines that "one of the reasons why mistresses of the upper and upper-middle classes are now experiencing such difficulty in obtaining and retaining skilled labour in their homes is that they themselves in the present generation have lost the art of adequately superintending their household affairs." She charges the educated women of the day with not believing that "the foremost and most important sphere of their activities must always remain at home." As to my pet plan of seeking recruits for domestic labour in the poorest rank of life, giving them a year or so of practical training in their duties, in manners, and in the care of their own persons, and trying to instil into them the idea that they ought in the interests of their own self-respect to perform adequately the duties for which they are going to take payment, and then lending them the money for a proper outfit of clothing for service in nicely kept houses—my correspondent thinks that this is not much use "if, after such training, they are to be placed in domestic service under mistresses who have neither the ability nor the inclination to supplement the



A SUMMER FROCK.

The dress and its trim is all pale pink muslin, with white lace on the sleeves. The cape is of black satin, lined with pink. The black satin top has narrow bands of pink and black plumes.

elementary training by proper supervision and practical instruction." This is, of course, true so far as it goes, but does not touch the root of the matter, I think—that is, the lack of "raw material" for the wise mistresses to exercise their talents on, in training girls for home-making work.

Possibly the "raw material" from which ladies who care for and well understand their home duties can construct good domestic workers can be found in the country cottages. But ladies in towns are aware that the vision of girls being willing, even glad, to be trained by a mistress accomplished in the arts of housekeeping is not in the least in accordance with present conditions. The better the mistress, the more thoroughly she knows how things should be done, and the more firmly she means to have them so, the better she understands not only what good cooking is, but intends to have the food for her house cooked and served up so as both to nourish and please the diners, and not to allow it to be wickedly spoiled and wasted, the more sure it is that she will not be able to get and keep servants. Raw and ignorant children in their teens now present themselves, not in the spirit of learners, but asking quite high wages as "plain" cooks. It is soon apparent that to their minds "plain" cooking is merely a synonym for bad cooking; and if the mistress be herself an accomplished cook, well able to tell where the fault in the spoiled dish was made, and patient enough to explain clearly the fault and how to remedy it, what is the result? Not gratitude from the incompetent girl for being taught, and at the same time highly paid to learn her job, and being excused for spoiling material (and, of course, incidentally the meals of her employers) while so being taught—not a bit of it! The correction and instruction are immediately resented. "I wish to leave, ma'am. As I see I can't please you, I'd better go at once."

It is surely obvious that not the inefficiency of mistresses, but the lack of a wish to learn and perform the duties on the part of the employed, causes the difficulty. It is a question of supply and demand. The girls know that neither good references nor competence are really needed to find them places; so scarce are domestic workers that unsatisfactory ones can get wages. An immense variety of occupations now compete for the female labour available; hence domestic service is "undermanned," and, if this be the true root of the matter, the only way of relief is to find, if possible, a new supply. I believe this might be found in the ranks of life where parents are too poor to give the girls a start into service. But perhaps relief may come otherwise. Perhaps men will take up domestic work more largely here, as they already do in other countries. Domestic service is really hard physical labour, to a great extent, and men can do it far more easily than women for that reason. Californian women and Chinese "boys" excellent servants. Arab men do nearly all the household work in Egypt, and even on the Continent male labour is far more largely employed in the household than English housewives have yet thought possible. FLORIANA.

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I have used the samples of Biomalz which I find an excellent means of increasing physical energy and improving the general condition. I have noticed especially an obvious improvement in the colour of the complexion, stimulation of appetite, and increase of body weight.

Dr. W. . . . .

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I can speak from personal experience of the good results of Biomalz. Although I have taken only four tins so far, I am

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**Indeed:** There are many other preparations to ensure Health, Strength, and Beauty, but none is better, none more palatable and more efficacious than that excellent

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which is highly appreciated all the world over.

It strengthens the body wonderfully. Limp, flabby features disappear, the colour of the face becomes fresher and healthier, the complexion clearer. In the case of persons who have become anemic, pale, and thin through malnutrition, the appetite improves to a gratifying degree.

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## THE CHRONICLE OF THE CAR.

## The Motor-Car in Parliament.

The last week of the Parliamentary session saw the motor-car rather more in evidence at question-time than usual. The queries addressed to Ministers ranged from dazzling head-lights and the taxation of benzol to the value of motor imports and exports. The two first are naturally subjects of some importance to the motorist. In the case of the dazzling head-light, it seems that a dead set is being made at it in certain quarters, and it is not unsafe to assume that before very long its use will be dealt with by legislation. Early in the week, Mr. Fell asked the Home Secretary if he could say what regulations were in force in France and Germany regarding the use of these lights. The reply was to the effect that such official information as was in the possession of the President of the Local Government Board was being sent on to the questioner. The latter returned to the charge with an inquiry as to whether the Home Secretary had had his attention called to the use by motor-cars of dazzling lights within the Metropolitan area, and why such head-lights were held to be dangerous in the case of taxicabs and motor-buses, and not in that of private motor vehicles of probably much greater power and speed. Further he went on to ask if Mr. McKenna had ascertained through the Law Officers whether a case would not be brought to the common law when two powerful lights were used. Mr. McKenna did not appear to think that the use of powerful lights did in fact constitute danger to the public, but promised to consider whether a test case should not be taken. Later in the week, Mr. Fell again returned to the subject with a question as to whether the Home Secretary would instruct the police to prosecute in the case of the first motor-car they found being driven at night in the Metropolitan area with head-lights of a dazzling brightness. Mr. McKenna did not think that such proceedings could usefully be taken, and though he underwent some amount of heckling from different parts of the House, he adhered to his opinion. So far we may breathe freely, but it would seem that the time is fast approaching when interference will take active shape.

## For and Against the Head-Light.

The question of the use of head-lights within the Metropolitan area is one to which there are two sides. On the one hand, it may be agreed that their use in well-lighted streets might be prohibited without much hardship, but it is there that they are least dangerous, for the reason that the dazzling brightness of their light is more or less damaged out by the surroundings, and they have very little blinding effect on approaching drivers. On the other hand, there are roads and streets which, while reasonably well lighted, are dark enough to give full value to the dazzling effect,

but are not so dark as to render the use of powerful lamps unnecessary for safety. A road in the character of the latter I have on several occasions visited, and have found it very dangerous, and have seen many accidents.



A FAMOUS RACING TYPE WITH ITS DESIGNER AT THE WHEEL. A FOUR-CYLINDER TOURING CAR DESIGNED BY MR. J. STRAKER.

The car is fitted with Dunlop pneumatic tyres, and is a very fast and comfortable car. It was shown at the Motor Show, 1914, and was one of the most popular of the exhibits.



ONE OF THE STRAKER-SQUIRE CARS ENTERED FOR THE TOURIST TROPHY RACE. THE DRIVER, MR. R. S. WITCHELL, AT THE WHEEL.

In the Tourist Trophy Race, to be held in the Isle of Man on the 20th and 21st, the Straker-Squire cars will be making their debut as far as road-racing is concerned. They will have the shortest-stride engine of all the competitors, and extreme lightness of design has been aimed at. The photograph gives a good general idea of the appearance of the new Straker-Squire cars.

However, it is a much more difficult thing to say, and through there is no necessity at all for head-lights at any time, more than half the cars that pass along it at night leave all their lights on, and in my own experience I have found that they certainly are not without danger to meeting traffic. The trouble we come up against is this: that cars coming into town along this road do not need their lights, but those going out, while they do not want them in London

itself, require them immediately they leave it by the southern end. True, the driver might wait until he was on the point of leaving it, and if he is carrying electric lamps I should be in favour of making him so wait. Acetylene-lamps are another matter, and I am thoroughly in accord with the driver who wants to have them going for ten minutes before he really needs their light. However, it is not a great deal of use arguing the question out. What is fairly certain is that we shall find before long that the use of powerful lights will be prohibited altogether in urban areas.

## Why Pump Tyres?

Of all the tasks that fall to the lot of the motorist, the most objectionable is that of pumping up pneumatic tyres—when it is done through the medium of the old, back-breaking piston pump. The query with which I have headed this paragraph may seem foolish, since the inflation of one's tyres is about the most necessary thing to be done to, but I ask it in all seriousness. And my reason for so doing is that I have now acquired a new impulse pump, which does the work while I watch the indicator-band of the pressure-gauge climbing up, with not a word to my pocket. Never again, so long as there is one of these devices within reach, will I pump another tyre by hand—and I have my own private opinion of the motorist who would do so for choice. The pump I have under test is called the Pioneer and is made by Messrs. Dux, Pressure Pumps, Ltd., of Latimer Road, W. It is light, simple in construction, and certainly does its work admirably. At that has to be done is to remove a sparking plug, screw the pump into its place, connect in the tyre-valve, and then, by running the engine at a speed of about 300 to 400 revolutions, the tyre is pumped to the required pressure in anything from ten to four minutes, according to its size. One good point about this pump is that it delivers pure air to the tyre—there is no possibility of oil from the engine-cylinder obtaining access. It costs three guineas, and even though there is probably a decent profit for the fakers in it at that price, it is certainly worth the money. W. WHITEHEAD.



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*Queen Mary is shown wearing the Garter—the Garter itself round her arm—her Crown, with the Koh-i-noor as the Chief Gem, and the Cullinan Diamonds.*

NATURAL-COLOUR PHOTOGRAPH TAKEN AT BUCKINGHAM PALACE, BY SPECIAL PERMISSION, BY DESIMON.

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By G. K. CHESTERTON.

THE divine punishment of hypocrisy is fatigue. Those, in Shakespeare's fine simile, whose hearts are all as false as stairs of sand, must really have much of that exhausted sensation that comes of walking through sand when it is loose and deep. The hypocrite is that unluckiest of actors who is never out of a job. For even Miss Sarah Bernhardt would not like to be Hamlet all the time; and Sir Herbert Tree would not like to go to bed as Svengali, any more than to black himself all over as Othello. Three-score years and ten is too long a run for the most successful play or the most energetic cast. And whenever there is this unreality in the lives and businesses of human beings, sooner or later the note of fatigue is heard. The man is tired of the mask, and still more of the task—the task of "humbugging all the people all the time." The cockatoo crest of Pecksniff begins to droop, and Tartuffe falls asleep, having forgotten his prayers.

I think all English journalism is beginning to catch a chill from the insincerity of English politics. Some time ago it was an individual problem of ethics—the Radical journalist on the Tory paper, or the Tory journalist on the Radical paper; but the false position has grown much falseer than that to-day. Now, even if the journalist is really Radical, the Radical paper isn't. Now, even if the Conservative really wants to conserve things, he has no guarantee that the Conservative journal does. What is the use of being a convinced Radical on the sort of Radical paper that only wants you to whitewash peerages? What is the fun of being a fine old trusted Tory, when the Tory paper only wants to excuse mutiny? It is not merely that they are fighting for mere labels and tags. It is that each is fighting for the other's labels and tags. With the coming of this sort of benighted nonsense, the night cometh when no man can work. Merely mechanical mistakes increase, because no human mind could keep close to such a job. It hardly seems worth while even to print a paragraph the right side up, when it looks quite as sensible upside down. One need scarcely trouble to spell the word when nobody can spell the sentence.

For instance, I have often remarked on the random remarks of the Suffragettes, their irresponsible indifference to obvious facts and inevitable replies. But I have also insisted that it is not fair to blame them without remarking also the random character of many of the things said to them by judges and lawyers, or about them in books and newspapers. They are to some extent excused by a certain atmosphere of bosh and bewilderment in the whole of modern society, which has not the patience to follow an argument or formulate a creed. It is neither citizenship nor rebellion to call a magistrate an old goose; but it is excusable when he says, "You had an excellent education, instead of which you go about stealing ducks."

Here is a case from a daily paper that happens to be in front of me at the moment. It announces that the Suffragette Militants have burned down a church, and that "the spire of the church alone remains." It does not seem to me, to say the least of it, that this sentence fully explains itself. At first I thought I had come upon a miracle which would strike even Mr. William Archer as sufficiently odd. Does it mean, I thought, that the spire remains intact in empty air,

while all solid supports have faded away? Does it hang over the village like a vast witch's hat, a wonder to the villagers for miles around? Do bell-ringers swing from it like bells? Or must one have an aeroplane to emulate the feat of Robert Clive? Then I reflected that it might mean that the tower had literally fallen into ashes, and the loosened spire fallen by some accident in a comparatively complete condition—though scarcely a more satisfactory survival than the old gentleman's hat in Sam Weller's story, which was found without the old gentleman's head in it. In that case it is scarcely worth Mr. William Archer's while to take a ticket to the village

and inscribed with the words "Inside the ruined building." What ruined building? The spire that has alone escaped, or the church hat has entirely disappeared? The photograph is somewhat dim and broken, but it seems to reveal some very fine Gothic columns and arches—damaged doubtless, but solid enough; some of them, perhaps, doors or windows—one, I think, certainly the ordinary support of a Gothic roof: none of them certainly what anybody means by a spire.

Now these trivial things are an allegory. It is not worth while to name the newspaper; for it is not the fault of any particular newspaper, or even of any particular journalist or editor. It is an atmosphere of tired carelessness in which we all live. But the moral of it is clear enough. What right have we to expect modern people to understand the patience and piety put into ancient work, if we put such impatience and profane levity into the typical modern work? Why should even a silly school-girl learn to respect a church through the rebukes of somebody who doesn't know the difference between the tower and the spire? Why should even the startlingly disconnected ideas of the Suffragettes be re-connected by logicians who cannot even make their own paragraph agree with their own picture? Why should they feel the horror of their anti-historic damage, when the papers which denounce the damage as sacrilege contradict themselves in two parallel columns about what the damage was? It is this irresponsibility and recklessness on both sides that prolongs many silly controversies, long after they could have been exploded and stopped by a few clear questions, properly put and properly answered. Personally, I think the statements of the militants too silly for words; but if silliness cast out silliness, how shall its kingdom stand? Or, rather, how shall we stand it? How shall even this tired world be entertained if even the entertainers are tired? For the whole of this problem comes back to one fact I pointed out at the beginning: the fact of fatigue. A woman must at very tired to think of tying herself to a man's railings; but the man must be even more tired if he is really irritated at her doing so. A journalist required to write on the subject can only be irritated with the subject. Why should she do it, and why should he forbid it? If the Suffragette wants to be thus physically attached to the household of the politician, why not indulge the harmless tenderness? If the politician is distressed by the enchained beauty, why not rush out and rescue her, assaulting the police, and redeeming the tradition of men's chivalry? Why not ask her in to dinner, assuring her that she shall not be forcibly fed? She is often quite interesting at dinner. Why not do anything, except the one stupid thing of losing one's temper with such tosh? The answer is, fatigue; which often merely means forgetfulness.

Nine times out of ten, the Suffragists have forgotten why they wanted the Vote (whatever it may be) and the Anti-Suffragists why they didn't want it. And the tedium is the penalty of a paltzy and laboriously false political system. How can we expect even a small section of the rising generation to respect and reap the past, if we will not let them hear themselves think, in the babel of their frivolous adlers?

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AUTHOR OF "AYLWIN" AND HOUSE-MATE OF SWINBURNE FOR MANY YEARS: THE LATE MR. THEODORE WATTS-DUNTON, THE FAMOUS WRITER AND CRITIC.

Mr. Theodore Watts-Dunton, one of the last survivors of the famous Victorian coterie of letters, died on June 6 at his home, the Pines, Farnley, which he shared for thirty years with his friend, Swinburne, and where that poet died in 1909. Mr. Watts-Dunton, who was in his eighty-second year, was born at St. Leon, Huntingdonshire, in 1832. He first intended to be a naturalist, and during his field studies in East Anglia he became associated with the gypsies, whose life and customs he afterwards described so well in his famous romance, "Aylwin" and its poetic sequel, "The Coming of Love," as, too, in his editions of George Borrow's works. He knew Borrow personally, and was also the friend of many great Victorians, including Tennyson, Browning, and William Morris. At one time he lived with George Meredith, Rossetti, Thomas Hardy, and Hall Caine, and he was one of the first critics to obtain recognition for Meredith's genius. He wrote much for the "Athenaeum" and other journals and for the "Encyclopædia Britannica," but he was strangely indifferent to personal fame, and did not publish his first book, "The Coming of Love," till he was sixty-five. In 1905 he married Miss Clara Rees, a niece of the late Professor Emil Rees. We should add that our photograph is rather an early one, but it is the only one we could obtain.—(Photograph by Russell.)

in question. But even in that case I think the journalist might have made his meaning a little bit clearer, and not raised Mr. Archer's supernatural hopes, to dash them to the ground in this way.

Anyhow, we now pass to the next feature in the case. Exactly beside this curt announcement that the spire alone remains is a photograph of the same church, coupled with the name of the same village,



# WAR-LEAVES FROM AN ARTIST'S NOTEBOOK: SKETCHES

FACSIMILE SKETCHES



VERA CRUZ "EBER-LANCERS" WHO ESCORTED ADMIRAL CRADOCK FROM THE OILWELLS AT PODRERO TO TOMBADILLA.



GENERAL AGUILA, COMMANDER-IN-CHIEF OF THE EASTERN DIVISION OF THE REVOLUTIONARY ARMY, AND TWO MEMBERS OF HIS STAFF.



THE TELEPHONE LINE BETWEEN PODRERO AND TOMBADILLA CUT BY THE REVOLUTIONARIES.



A CAPTURED FEDERAL GUN, WHICH WAS RUN ALONG THE TRAMLINE TO THE MAIN DEFENCE.



FEDERAL SOLDIERS.



A REBEL STAFF OFFICER.

Sending us the sketches reproduced above, Lieutenant Hicks makes a number of notes. "The Constitutionalists appear to have no supply columns of any sort. There was no sign of any encampment or any arrangements for the men. Apparently each man shifts for himself. The only thing they seemed to have an adequate supply of was ammunition. Each man is a miniature arsenal. They were armed with a nondescript collection of rifles, and I noticed that a great number had soft-nosed cartridges in their bandoliers. They were behaving very well." In another letter he says: "I enclose sketches in connection with a visit paid by Admiral Cradock to Lord Cowdray's oil-fields, in the neighbourhood of Tampico for the purpose of holding an interview with General Aguila, the Commander-in-Chief of the Eastern Division of the Revolutionary Army. The meeting took place at Tanburi. As to certain of the drawings, in particular, he notes. (1) Some of the escort provided by the Rebel leader to conduct Admiral Cradock from the oil-wells at Podrero to



## FROM THE FIGHTING-AREAS, TAMPICO AND TUXPAM.

J. S. HOOKS, R.M.L.I.



Tumbadara, on the River Tuxpam. They belonged to the Regimiento Libres de Vera Cruz, which may be translated as the "Vera Cruz Free-Lancers." (4) Although the revolutionary leaders undoubtedly take stringent measures to prevent their men looting and robbing, small isolated bands are a constant source of annoyance. They are always on a look-out for markintoshes, leggings, etc., and the wise man usually puts his pride in his pocket and "hands out." (7) Federal soldiers falling in to evacuate Tuxpam. It would be hard to imagine anything more pathetic than the sight of these underfed, underdressed, unwilling fighters in a lost cause. Most of them have hardly a shirt to their backs and the only remnants of uniform left were their Federal caps. Tuxpam was evacuated on May 19. (10) The Rebels seem to have very little to do; the whole army sits about on the kerbstones all day."



## AN ENGLISH VICTORY FOR THE FIRST TIME: THE COACHING MARATHON.

Photograph by L.N.A.



THE MOST PICTURESQUE EVENT OF THE INTERNATIONAL HORSE SHOW: THE COACHING MARATHON—  
COMPETITORS IN THE ARENA AT OLYMPIA.

Although we live in an age of motoring, the Coaching Marathons still remain one of the most popular, as it undoubtedly is the most picturesque, of the events connected with the International Horse Show. The rattling four-in-hands seem to revive some of the lost romance of the road and the old glories of coaching days. The event this year took place on June 6, the course being from Brompton Park to Olympia, and crowds gathered to watch the coaches pass all along the route. The cup was awarded, for the

first time in the history of the Coaching Marathon, to an English competitor, Mr. W. A. Burton, who drove a team of chestnuts. Mr. Alfred Vanderbilt, last year's winner, was second, and Judge Moore third. The last-named was the first home to Olympia, with his coach *Blackmore* drawn by a team of mixed browns and greys. Judge Moore was followed by Mr. Vanderbilt with his *Venture* and a team of dark bays. Among the other competitors was a lady whip, Miss Brackley.



## THE DISCIPLINE OF THE WAR-HORSE: ABSOLUTE OBEDIENCE TO MAN.

DRAWN BY FREDERIC DE BAENEN.



TAKING A FENCE SIMULTANEOUSLY AND KNEE TO KNEE IN OPPOSITE DIRECTIONS: A DARING FEAT IN THE RIDING DISPLAY BY THE 13TH HUSSARS AT OLYMPIA.

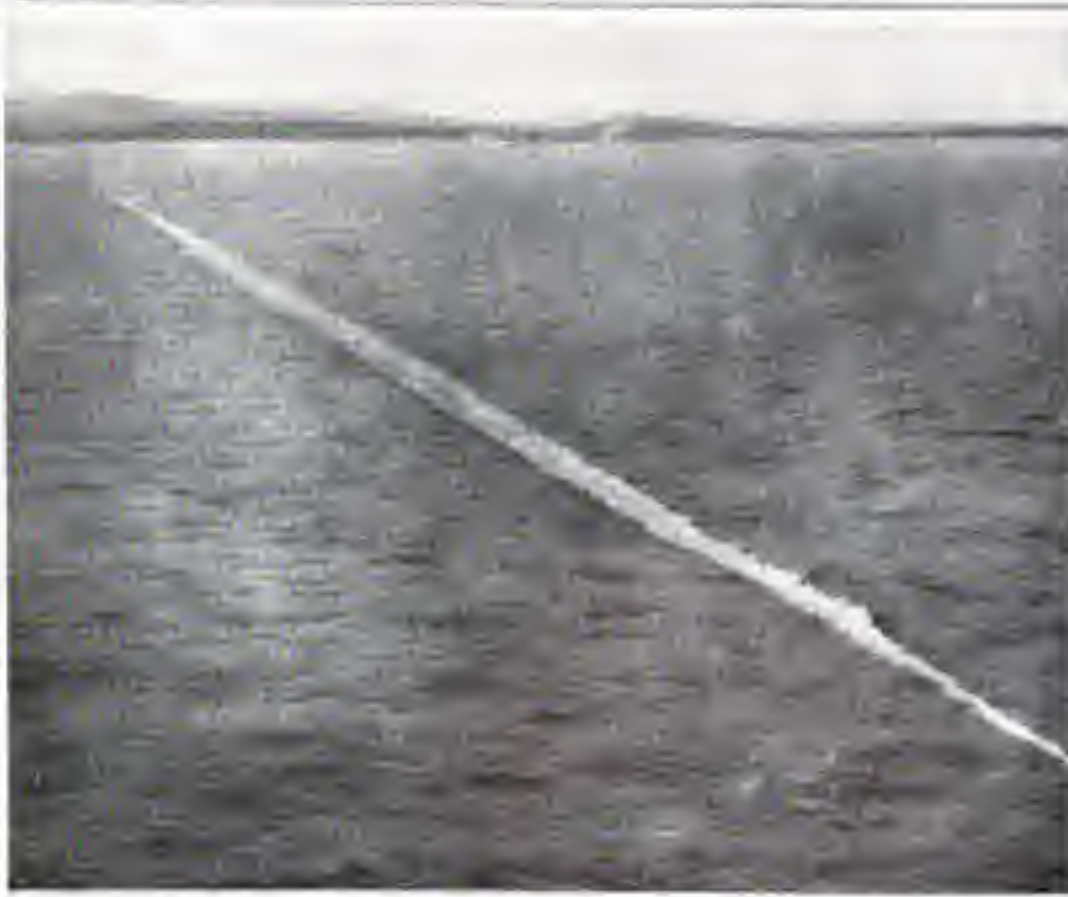
A troop of non-commissioned officers and men of the 13th Queen Mary's Own Hussars, organised by Lieutenant Lawrence, V.C., is giving a most interesting and wonderful Riding Display at the International Horse Show at Olympia. The main object of the display is to demonstrate how the unconditional obedience of the horse to the will of their riders makes it possible for cavalry to execute the most complex manoeuvres. The

most daring feat of the whole display is that here illustrated. Half the troop is formed up at one end of the arena, and the other half at the other end. When the signal is given, they charge at the fence simultaneously in opposite directions, crossing it so close together that the riders are almost knee to knee. Any swerving or hesitation would be fatal, and this manoeuvre forms a supreme test of the obedience of the horse.



# HAS THE SUBMARINE, WITH THE TORPEDO, MADE THE

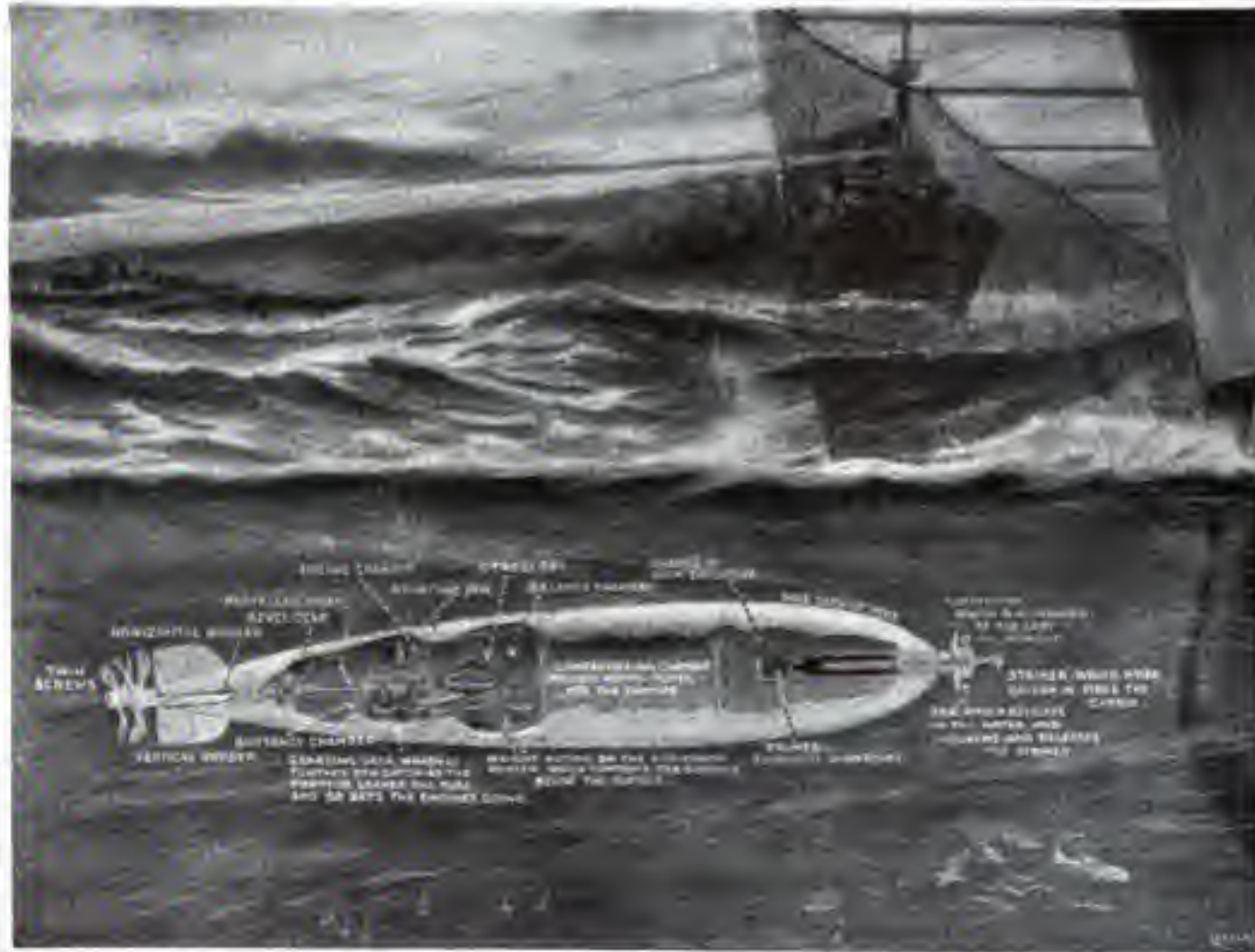
DRAWINGS BY H. W. KOTTELL



DEATH ON ITS WAY FROM UNDER-WATER CRAFT TO ON-THE-TOP-OF-THE-WATER CRAFT: THE WAKE OF A TORPEDO FIRED FROM A SUBMARINE AT A BATTLE-SHIP.



THE WEAPON WHICH, SOME BELIEVE, MAY MAKE THE GUN USELESS: SIGHTING A TORPEDO.



THE SUBMARINE THAT WORKS ITSELF: A TORPEDO STARTING THE TORPEDO-NET OF A WAR-SHIP—THE IDEEDON SHOWN IN SECTION.



THE TRAIL OF THE IDEEDON WHEN IT IS FIRED.

In a recent letter, published in the "Times," which has aroused an enormous amount of controversy, Sir Percy Scott, the well-known Admiral and gunnery expert, said: "The question to settle before even talking about building more battle-ships is, 'Are they of use or are they not?' . . . The introduction of the vessels that swim under water has, in my opinion, entirely done away with the utility of the ships that swim on the top of the water. The functions of a war-vessel were: Defensively—(1) to attack ships that come to block our ports; (2) to attack ships that come to blockade us; (3) to attack ships conveying a landing-party; (4) to attack the enemy's fleet; (5) to attack ships interfering with our commerce. Offensively—(1) to bombard an enemy's ports; (2) to blockade an enemy; (3) to convey a landing-party; (4) to attack the enemy's fleet; (5) to attack the enemy's commerce. The submarine renders 1, 2, and 3 impossible, as no man-of-war will dare to come even within sight of a coast that is adequately protected by submarines. . . . The fourth function of a battle-ship is to attack an enemy's fleet, but there will be no fleet to attack, as it will not be safe for a fleet to put to sea. . . . Submarines and aeroplanes have entirely revolutionised naval warfare; no fleet can hide itself from the aeroplane eye, and the submarine can deliver a deadly attack in broad daylight. Under these circumstances









## SCIENCE JOTTINGS.

OUR NERVES AND THEIR ACTION.

UNTIL about twenty years ago the nature of nervous action remained an impenetrable mystery. We knew that its chief seats were the spinal column, and finally the brain, but beyond that we could not go. One of the first to lift a corner of the veil was the Spanish physicist Señor Ramon y Cajal, who discovered by the aid of the microscope that nervous impulses came in the last resort from certain nerve-cells in the grey matter of the cortex of the brain which he called neurones. These neurones are small pyramidal or pear-shaped bodies having a prolongation like the trunk of a tree, called the cylinder-axis, with lateral ramifications or dendrites. Could we obtain a sufficiently enlarged view of it, a small portion of the cortex would appear like a forest thickly set with trees with waving branches. Each neurone is, however, a separate entity, and it is thought that the only communication it has with its neighbours is one of momentary contact, and not of physical or permanent connection. Like every cell in the body, it is stirred into activity by the sudden flow of blood to the part, and it has its alternate periods of excitement and relaxation.

These neurones may also be divided into the three categories of afferent, efferent, and central. Of these,

the first, as their name implies, act as the carriers of sensation to the brain; the second as the bearers of orders to the nerves situated further off, and eventually to the muscles; while the central seem to act as a kind of relay or telephonic exchange. So far as can be seen, however, every nervous impulse starts from

impulse is to set up in the substance of the nerve chemical reactions which produce in the first instance substances of an acid nature. These are followed by others which seem to have an oxidising effect, and require the presence either of free oxygen or of ferments containing it. He concludes that these last operate to destroy, or at any rate to modify, the acid substances first formed, and thus to restore the substance of the nerve to its first condition and to put it back into a state ready to receive and transmit a fresh impulse. This seems a reasonable theory, and one which finds many analogies in other physiological facts.

It would seem, then, that the action of the nerves begins in the impressions which we receive from the outer world through the organs of our senses. These are conveyed to the neurones or nerve-cells which form the receptacles, as it were, of their activity, and from them are transmitted to other neurones of a different kind, through which they are translated into action. What is most extraordinary is that all this takes place without our consciousness, and that some of the neurones of the brain are, as we find from dreams and other phenomena attending sleep, always on guard, receiving and transmitting impulses, and generally attending to the maintenance of the vital functions.

P. 1.



A FINE SNAP-SHOT OF MOVEMENT: AN ANTELOPE JUMPING.  
Photograph by Ed. Frantz.

the receptive organs of the body, travels to the afferent neurones, from them through their lateral ramifications to the corresponding parts of the efferent neurones or their central fellows, and from them passes to the operative organs. Never, according to the latest investigations, does the impulse travel in the opposite direction.

How now does this nervous impulse act? It has often been compared to an electric shock, and electricity will, as we know, in great measure imitate its effects by causing contraction of the muscles and other phenomena. It is also the case that during the transmission of an impulse along a nerve this last alters its electrical condition—or, as electricians say, its potential—to an extent that can be recorded and measured. Yet other considerations prevent us from concluding that the impulse is in itself electrical. Electricity transmits itself from one point to another with a speed which is comparable to that of light—or 186,000 miles per second—and probably would really attain that speed were it not for the phenomena of electrical inertia and the resistance to its passage of all known conductors. Nervous impulses, however, are very much slower in transmission, and perhaps never attain a tenth of the speed of electrical ones. It seems that the older notion, frequently found in literature, which compares the brain to an electric battery sending out impulses or waves conveyed along the nerves like telegraphic messages along wires, is not founded in fact.

Lately, however, another explanation has been put forward. Signor Bottazzi, Professor at the University of Naples, in the first of a series of articles just commenced in *Scienza*, thinks that the most acceptable hypothesis is that which would make the alteration in the nerve not electrical, but chemical. He thinks that the effect of the



AFTER HAVING BEEN HIT BY PROJECTILES WITH STRIKING ENERGY OF 9381, 9540, AND 9914 FOOT-TONS: AN ARMOUR-PLATE FOR A BARBETTE OF A BATTLE-SHIP—FRONT VIEW.

Our photographs illustrate the results of tests on one of the 250-cms. armour-plates manufactured by Sir W. G. Armstrong, Whitworth and Co., at Manchester, for a barbette on the Spanish battle-ship, "Jaime I." They could not be published before, as the permission of the Spanish Naval authorities had to be obtained. The plate is of the K.C. type, and measures 7 ft. 2½ in. by 8 ft. 4½ in., the weight being 11 tons 1 cwt. 3 qrs. The projectiles used were of the Holtzer and Firth makes, weighing 350 lb. The gun was of 9.2 in. calibre. The plate was mounted on a 2 ft. of oak backing secured to skin-plate, corresponding to that on the ship, by ten bolts passing through the skin-plate and the oak backing into the holes shown in No. 2. The first shot fired was a Holtzer projectile, which had a striking velocity of 1887 foot-seconds, equivalent to a striking energy of 9381 foot-tons. The second was a Firth projectile, with a slightly increased velocity—namely, 1913 foot-seconds, the corresponding energy



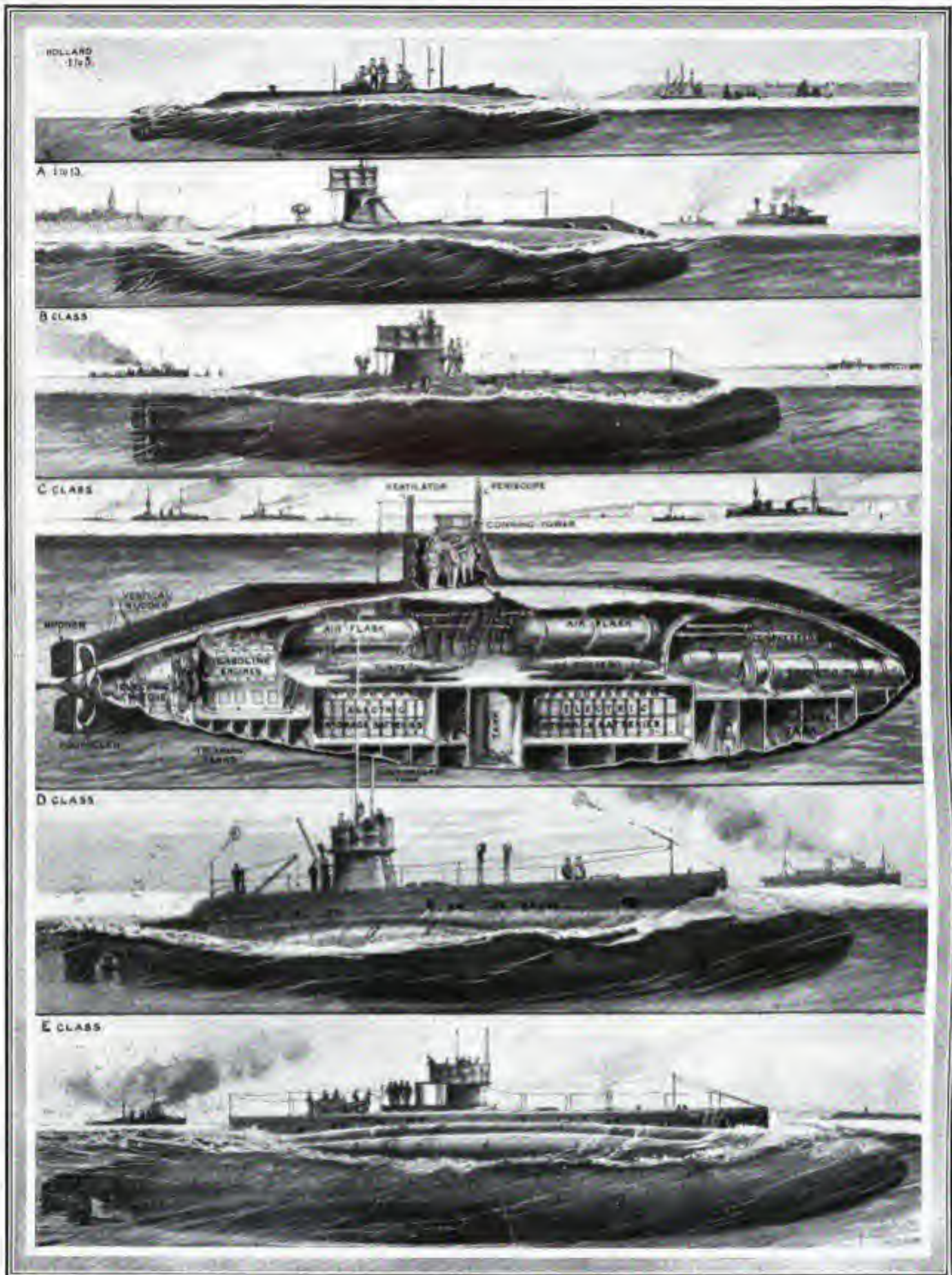
AFTER HAVING BEEN HIT BY PROJECTILES WITH STRIKING ENERGY OF 9381, 9540, AND 9914 FOOT-TONS: AN ARMOUR-PLATE FOR A BARBETTE OF A BATTLE-SHIP—BACK VIEW.

being 9540 foot-tons; and the third a Holtzer projectile, the velocity being still further increased to 1926 foot-seconds, equal to a striking energy of 9914 foot-tons. The maximum measurable penetration was found to have been 3½ in. The flaking seen on the first shot was largely the result of the impact of the second shot, while the third shot also extended the flaking where the second projectile had struck the plate. The flaking averaged only about ½ in. in depth in the part of the first and second shots, the maximum depth being about 1 in. in both cases—this was close to the point where the projectile had originally struck the plate. This tapered away to something like 1-8 in., and the average depth was about ½ in. The bulge at the back of the plate is well shown in No. 2. In the case of the first shot, the height of bulge was about 1½ in., of the second, 1-7-12 in. and of the third 2 in., but in no case was there any evidence of cracking. The results are highly satisfactory.



# GREATER THAN DREADNOUGHTS? SUBMARINES—HOLLAND TO "E."

DRAWN BY CHARLES J. DE LACY.



## THE PROGRESS OF THE CRAFT WHICH, SIR PERCY SCOTT ARGUES, RENDER THE BIG WAR-SHIPS OF NO ACCOUNT: BRITISH SUBMARINES—ONE OF THEM IN SECTION.

Under other pictures in this issue, we refer to the controversy as to the respective fighting values of Dreadnoughts, Dreadnought-cruisers and other big war-ships, submarines, and sea-planes. Here it will suffice to say that the British submarine of "A" class has a surface tonnage of 180 and a submerged tonnage of 204; a surface indicated horse-power of 450, with a surface speed of 12 knots; and a submerged i.h.p. of 110, with a submerged speed of 7 knots. The length in feet is 100; the beam or diameter, 12.5; the number of torpedo tubes or

apparatus, 2; the year of launch, 1903. The "B" has a submerged tonnage of 314, and a submerged speed of 9 knots. The length in feet is 135. The "C" has a submerged tonnage of 321; and a submerged speed of 10 knots. The length in feet is 135. The "D" has a submerged tonnage of 595; and a submerged speed of 10 knots. The length in feet is 153. The "E" has a submerged tonnage of 812; and a submerged speed of 10 knots. The length in feet is 176. Lord Sydenham thinks the submarine very vulnerable.



# DREADNOUGHTS MADE USELESS? UNDER-SEA STRENGTH OF THE POWERS.

PHOTOGRAPH BY KENARD AND LIVERING; DRAWING BY NORMAN WILKINSON, R.O.I.



1. GERMANY'S LATEST UNDER-WATER WAR-SHIP: SUBMARINE "NO. 18" LYING IN THE HARBOUR AT KIEL.

2. TO DRIVE THE BATTLE-SHIP FROM THE SEA—ACCORDING TO SIR PERCY SCOTT: UNDER-SEA STRENGTH OF THE GREAT POWERS—SUBMARINES BUILT AND BUILDING.

3. FIRST OF A FLEET OF UNDER-WATER FIGHTING-SHIPS WHICH NOW NUMBER 24 (WITH 31 BUILDING): THE FIRST GERMAN SUBMARINE—A MODEL IN THE GERMAN MUSEUM AT MUNICH.

In the course of that remarkable letter to which we make references elsewhere, Sir Percy Scott argues that the submarine and the sea-plane, acting together, have made the battle-ship useless; saying: "As the motor-vehicle has driven the horse from the road, so has the submarine driven the battle-ship from the sea." And again: "In war time the scouting aeroplanes will always be high above on the look-out, and the submarines in constant readiness, as are the engines at a fire station. If an enemy is sighted, the gong sounds and the fleet of submarines will be slipped.

Whether it be night or day, fine or rough, they must go out to search for their quarry; if they find her, she is doomed. . . . Very naturally, many are in disagreement with the distinguished Admiral, and some critics abroad have even gone as far as to suggest that his communication is part of a game of bluff to cause a cessation in the building of big ships by Powers which might find themselves opposed to Great Britain! It should be understood that the word "building" on our drawing means building or authorised. We take the figures from the "Times."



## WONDERS OF THE HEAVENS: VIII.—THE MIDNIGHT SUN.

DRAWN BY SCRIVEN BOLTON, F.R.A.S.



WHEN THE NORTH POLE IS TILTED AT A MAXIMUM TOWARDS THE SUN: CONTINUOUS DAYLIGHT IN THE MONTH OF JUNE.

Describing this drawing, Mr. Scriven Bolton writes: "From the fact that during June of each year the North Pole is tilted at a maximum toward the sun, everywhere within the Arctic Circle the sun remains continually above the horizon as the earth turns on her axis, and continuous daylight is experienced. Owing to the obliquity of the earth's axis, the North Pole is turned away from, then tilted toward, the sun alternately with the seasons of the year. Whereas at midsummer we find the North Pole so turned

sunwards, six months later, in December, it is tilted to the same extent in an opposite direction, away from the sun, and the entire region within the Arctic Circle, now the reverse of being bathed in perpetual sunshine, as throughout June, is immersed in prolonged darkness. Thus in June, in the Land of the Midnight Sun, the entire twenty-four hours is one day, there being an absence of night. The sun is seen in circuit the sky completely, and at 'midnight' just grazes the Northern horizon."



# THE RETURN OF THE RUSSIAN BALLET "CREATED BY ISADORA

PHOTOGRAPH



1. MME. THAMAR KAR AVINA IN RIMSKY-KORSAKOFF'S "LE COQ D'OR." 2. DANCERS IN "PAPILLONS" (TO SCHUMANN'S MUSIC).  
3. M. GREGORIEFF IN "LE COQ D'OR." 4. MME. MARIE KOUSNETZOFF AS POTIPHAR'S WIFE IN DR. RICHARD STRAUSS'S "LA LÉGENDE DE JOSEPH."

During the present season at Drury Lane, three opera-ballets and four ballets will be presented for the first time in England. The former are Rimsky-Korsakoff's "Le Coq d'Or" and "Une Nuit de Mai," and Stravinsky's "Le Rossignol"; the latter are Richard Strauss's "La Légende de Joseph," Steinberg's "Midas," Maurice Ravel's "Daphnis et Chloé," and "Papillon," to the music of Schumann. In view of the enormous interest taken here in the Russian Ballet and all its work, it may be good to quote a few points from the recently published volume, "The Dance," by Troy and Margaret West Kinney. They assert that the Russian Ballet as we know it in London is a creation of Mme. Isadora Duncan, arguing as follows: Isadora



# DUNCAN": FIGURES FROM THREE WORKS NEW TO LONDON.

ART. BRANSBURG.



DANCERS IN "PAPILLONS" (TO SCHUMANN'S MUSIC).

4. MME. THAMAR KARSAVINA IN RIMSKY-KORSAKOFF'S "LE COQ D'OR."

MME. MARIE KOUSNETZOFF AS POTIPHAR'S WIFE IN "LA LÉGENDE DE JOSEPH."

5. M. ALEXIS BOULGAKOFF AS KING DODON IN "LE COQ D'OR."

Isadora Duncan appeared in St. Petersburg. Mikail Fokine saw her, declared her a goddess, and, in company with others and breaking rules, invited her to give a special performance in the Imperial Ballet Academy in the capital. So it was done; and, it is recorded, "the Romantic Rebellion dates from that hour." To put it in another way, the Kinneys say that Isadora Duncan introduced to the members of the Russian Ballet a vision of the ballet now known to the world as Russian. "In no time at all the secessionists were a body including some of the ablest of both masters and pupils."



## A REMARKABLE UNTOUCHED PHOTOGRAPH: THE CHALLENGER

Thomas



### TESTING THE "SHAMROCK IV," AGAINST THE "SHAMROCK III," ON THE DAY ON WHICH THE "SHAMROCK III," AND SIR THOMAS

The "Shamrock IV," challenger for the America Cup, which will be defended by the "Defiant," the "Resolute," or the "Vanderbilt," had her first trial in the Solent the other day and did well in a light breeze. During her four-hours' sail she was accompanied by "Shamrock III." When manœuvres were cast off, a tug took the challenger and the twenty-three "Shamrock" in tow out to Spithead. Sail was hoisted when out off the Spit Fort. The "Shamrock IV," was sailed for about an hour under main and foresail. Then the Jack



# FOR THE AMERICA CUP ON TRIAL IN THE SOLENT.

ALBERT



NEW YACHT WAS TRIED UNDER SAIL FOR THE FIRST TIME: "SHAMROCK IV." (ON THE RIGHT); PTON'S STEAM-YACHT "ERIN."

was sent up and, a little later, a jib topsail. The "Shamrock III." set corresponding sail. Afterwards topsails were lowered, the yachts were put before the wind, and spinnakers were boomed out. Finally, spinnakers were taken off and the two boats reached off free towards Southsea Beach under mainmasts and headsails. From Bembridge they came back close-hauled. Despite the fact that the 23-metre "Shamrock" was sailing at her best and the "Shamrock IV.'s" new canvas was stretching, the challenger drew away steadily.



## THE TWISTED BOW OF THE "STORSTAD": EVIDENCE FOR THE INQUIRY.

PHOTOGRAPH BY ILLUSTRATED LONDON NEWS



HER STEM BENT TO STARBOARD: THE COLLIER AFTER HER COLLISION WITH THE "EMPRESS OF IRELAND."

After she had been in collision with the "Empress of Ireland," the collier "Storstad," having saved a number of lives and picked up bodies, proceeded under her own steam, although she was badly damaged at the bow. When she arrived at Montreal, some idea of the hurt she had received could be obtained, but it was not until she had been unloaded that it was possible to gain a true idea of her injuries. It was then seen that her stem was twisted considerably to starboard, that some of the lower plates in the bow were twisted to starboard and torn away, and that there was a large indentation

on either side of the stem and the rivets were torn out. It need not be added that the nature of the damage to the "Storstad's" bow will form a very important item for discussion during the official inquiry into the disaster; for the versions of Captain Kendall and Captain Andersen differ materially in some points. It has been suggested that the fact that the "Empress of Ireland" was ripped open for a great part of her length may have been due to one of the "Storstad's" anchors jamming against her side and acting (so put it provisionally but descriptively) as a sardine-tin opener.



# "EMPRESS OF IRELAND" SURVIVORS WHO GAVE OUR ARTISTS DETAILS.



GIVERS OF DETAILS TO THE "ILLUSTRATED LONDON NEWS" ARTISTS AT GLASGOW: SURVIVORS WHO ARRIVED ON THE "CORSIKAN" ON TUESDAY, JUNE 9.

From left to right are Mr. G. Dransfield; then another survivor; then Mr. Martin Gill; next (walking) is Mr. C. H. Bristow; then are Mr. W. G. Bevan and Mr. S. G. Furniss.



THE ARRIVAL OF SURVIVORS FROM THE "EMPRESS OF IRELAND" AT GLASGOW: UNPACKING CLOTHES FOR THE RESCUED.

A number of survivors from the ill-fated "Empress of Ireland" arrived at Glasgow on the early morning of Tuesday, June 9, on the Allan liner "Corsican." By special arrangement, a number of these—Mr. C. H. Bristow, Mr. Bristow jun., Mr. Martin Gill, Mr. S. G. Furniss, Mr. G. Dransfield, and Mr. W. G. Bevan, gave

to special artists of "The Illustrated London News," sent to Glasgow for that purpose, details of the collision and of the consequent events. Thus every drawing dealing with the subject in "The Illustrated London News" may be guaranteed authentic. (Photographs by TOPICAL PRESS AND PHOTOGRAPH.)



# FROM DETAILS SUPPLIED BY SURVIVORS, MESSRS. C. H. BRISTOW

DRAWN BY S. BEGG FROM DETAILS SUPPLIED BY MESSRS. C. H. BRISTOW



## THE GREAT SLOPE OF THE DECKS AND OF THE STAIRS, WHICH MADE IT IMPOSSIBLE FOR MANY ON THE "EMPRESS OF IRELAND" AS SHE SANK

Giving our artist the details for this drawing, Mr. C. H. Bristow, one of those saved from the "Empress of Ireland," who arrived at Glasgow, on the "Corsican," on Tuesday, said that he got on to the forward deck and from there up to the second-class deck. He states, further, that he saw the "Storstad," in a slight mist, about half a mile and on the port side, noting her red light. (Other survivors who gave our artists details agree with this.) With his wife, he went to the side. A row of people of all classes went on to the rail in a long line. He heard all escaping through the port-holes; and as the ship listed over more a loud roaring, which he attributed to the bursting of a boiler.



## AND MARTIN GILL: THE LIST ON THE SINKING LINER.

BRETON AND MARTIN GILL TO OUR ARTISTS AT GLASGOW.



ASSENGERS TO REACH THE HIGHER-MOST POINTS AND CAUSED MANY TO SLIP BACK: THE LIST WITH FEARFUL SPEED, IN THE ST. LAWRENCE.

He and his wife scrambled over the rail, to stand on the ship's side. A woman got to the edge with two children. He helped them to the rail, but they slipped down the slop deck on to the cabin-structure, and so found themselves in an angle out of which they could not get. A little later Mr. Breton's wife disappeared from his sight. As to the stairs, it can be noted that Mr. Martin Gill said that he saw many passengers trying to climb up a flight of stairs to the boat-deck. These stairs were sloping over to the left as you mount, passengers had to climb up on the sides and the left rail, holding on to the right rail, which was almost above their heads.



## FROM DETAILS SUPPLIED BY A SURVIVOR, MR. W. G. BEVAN.

DRAWN BY FREDERIC DE HAYEN FROM DETAILS SUPPLIED BY MR. W. G. BEVAN TO OUR ARTISTS AT GLASGOW.



THE DIFFICULTY OF THE STAIRS AND THE DARK: A PASSENGER ILLUMINATING WITH MATCHES A FLIGHT OF STAIRS, WHICH MANY WERE STRUGGLING TO MOUNT.

Giving our artist the details for this drawing, Mr. W. G. Bevan, one of those saved from the "Empress of Ireland," who arrived at Glasgow, on the "Caribean," on Tuesday, June 9, said that at the time of the collision he was in a port cabin with five others. There was general confusion after the crash. He dressed fully, which took

him some five minutes, and put on a life-belt. The ship took on a big list, and it was difficult to stand. The lights went out when he got to the stairs to the deck above. There were many people struggling for these stairs. One man lit matches to find them. Eventually Mr. Bevan got on to the lifeboat, and then easily into the water.



## FROM DETAILS SUPPLIED BY A SURVIVOR, MR. G. DRANSFIELD.

DRAWN BY A. C. MICHAEL FROM DETAILS SUPPLIED BY MR. G. DRANSFIELD TO OUR ARTISTS AT GLASGOW.



A MEMBER OF THE SALVATION ARMY REFUSING TO BE DISTURBED IN PRAYER: MR. DRANSFIELD TRYING TO HELP THE MAN WHO AWAKENED HIM.

Giving our artist the details for this drawing, Mr. G. Dransfield, one of those saved from the "Empress of Ireland," who arrived at Glasgow, on the "Corican," on Tuesday, June 9, said that he was awakened by a Salvation Army man, who said he had heard a whistle and a crash and thought something was wrong. There were two others also in the cabin. Mr. Dransfield thought it was all right and stayed in his bunk: but

the ship tipped up and threw him out. He looked out and saw two girls slipping along the deck. Then he put on his trousers, boots, and a life-belt. He tin the Salvation Army man out, but he would not move: he was praying. Mr. Dransfield went on deck; when he got there the lights had gone out. on to the forecandle and finally jumped into the water.



## FROM DETAILS SUPPLIED BY A SURVIVOR, MR. MARTIN GILL

DRAWN BY CECIL KING, R.B.A., FROM DETAILS SUPPLIED BY MR. MARTIN GILL



### THE "EMPRESS OF IRELAND" SINKING: THE SHIP GOING

Giving our artist the details for this drawing, Mr. Martin Gill, one of those saved from the "Empress of Ireland," who arrived at Glasgow, on the "Corsican," on Tuesday, June 9, said that by the time he had got to the first-class deck the ship was listing heavily. After having tried to launch a boat, he went down to the second-class deck, by which time the ship had listed still more; and he slid off, hit the bulge-keel, which was about five feet above water, and shot out from it into the water. Looking back, he saw the ship with great



## THE LAST MOMENTS OF THE LINER "EMPRESS OF IRELAND."

MR. MARTIN GILL TO OUR ARTISTS AT GLASGOW.



DOWN ALMOST ON HER SIDE, BUT SLIGHTLY BY THE HEAD.

standing on her side, steam rushing from her funnels. He was about 200 yards away when the liner sank. People on the stern cried out and waved their arms. The stern of the liner disappeared last. It seems superfluous to remind our readers that the liner "Empress of Ireland" was in collision with the collier "Storstad," off Father Point, in the St. Lawrence River, very early in the morning of May 29, and that the liner sank almost immediately, with the loss of a great number of lives.



## FROM DETAILS SUPPLIED BY A SURVIVOR, MR. MARTIN GILL.

DRAWN FROM DETAILS SUPPLIED BY MR. MARTIN GILL TO OUR ARTISTS AT GLASGOW.



### WHY THE "EMPRESS OF IRELAND'S" BOATS WERE USELESS: PASSENGERS AND OTHERS TRYING TO LAUNCH A LIFE-BOAT, WHICH SWUNG MORE AND MORE INBOARD AS THE BOAT LISTED.

Giving our artist the details for this drawing, Mr. Martin Gill, one of those saved from the "Empress of Ireland," who arrived at Glasgow, on the "Corsican," on Tuesday, June 9, said that he got eventually to the first-class deck, by which time the ship was listing heavily and he saw many passengers trying to climb up to the boat-deck. The stairs were sloping over to the left as you mounted; and passengers

had to climb up on the sides and the left rail, holding on to the right rail, which was almost above their heads. All these passengers were trying to get to the boats. Mr. Gill had a life-belt on. He tried to launch a boat—work several passengers were seeking to do—but this kept swinging in more and more as the ship listed, and he gave up the attempt and went down to the second-class deck.



# THE DEAD: AND SURVIVORS: AFTER THE "EMPRESS OF IRELAND" DISASTER.

PHOTOGRAPHS BY "MONTREAL STAR," ILLUSTRATIONS BUREAU, AND PEREE ILLUSTRATIONS CO.



BOARDING A SPECIAL RESCUE-TRAIN AT REMOUSI: SURVIVORS OF THE "EMPRESS OF IRELAND" DISASTER.



OF THE COLLIDING COLLIER: MEN OF THE "STORSTAD'S" CREW ON THEIR ARRIVAL AT MONTREAL.



LOWERING THE DEAD INTO A BOAT FOR THE SHORE: TRANSFERRING BODIES OF VICTIMS OF THE DISASTER FROM THE RESCUE-SHIP "LADY EVELYN."



IN THE FOREGROUND A SAILOR CARRYING THE BODY OF A BABY: MEN OF THE "ESSEX" BEARING COFFINS FROM THE "LADY GREY" AT QUEBEC.



SEEKING TO IDENTIFY COMRADES LOST IN THE DISASTER: SALVATION ARMY OFFICERS VIEWING BODIES AT QUEBEC.



A HERO OF THE DISASTER: DR. J. Z. GRANT, OF THE "EMPRESS OF IRELAND," TO WHOM ALL PAY TRIBUTE.

The "Lady Grey," escorted by H.M.S. "Essex," arrived at Quebec on the morning of May 31 with 188 bodies on board, including those of fourteen Salvationists. Painful scenes were witnessed in the shed in which the bodies were laid out, many in plain pine boxes. The bodies were brought ashore by a party of a hundred sailors from the "Essex," under the commander himself; and the processions of coffins down the gangway of the "Lady Grey" lasted for over an hour. On June 4 ten victims of

the disaster were borne, between rows of sympathetic spectators, headed by a military band and followed by hundreds of mourners, to the church and cemetery in Quebec. The Duke of Connaught was represented by Captain Buller, A.D.C. Among other present were Sir François Langlier, Lieutenant-Governor of the Province, Sir Louis Gouin, Premier of Quebec, and Mr. Parley, representing the Dominion Government. At that time, it was estimated that 800 bodies were entombed in the sunken ship.



# PROMINENT MEN OF THE MOMENT: SOME PERSONAL PORTRAITS.



MR. BUTLER ASPINALL, K.C.,  
Who is to represent the C.P.R. at the  
"Empress of Ireland" Inquiry.



PROFESSOR JOHN WELCH,  
One of the British Assessors to attend  
the "Empress of Ireland" Inquiry.



SIR ADOLPHE BOUTHIER,  
One of the Canadian Commissioners for  
the "Empress of Ireland" Inquiry.



THE LATE EARL OF LUCAN,  
Who fought in the Crimea as Aide-de-  
Camp to his father.



LORD BINGHAM,  
Who now succeeds his father as Earl  
of Lucan.



THE BRITISH COMMISSIONER FOR THE "EMPRESS  
OF IRELAND" INQUIRY: LORD MERSEY (A) BOARD-  
ING THE "MAURETANIA" AT LIVERPOOL.



CARRIED SHOULDER-HIGH AT HENDON AFTER HIS VICTORY IN THE  
AIR DERBY: MR. W. L. BROCK, THE AMERICAN AIRMAN, WINNER  
OF THE "DAILY MAIL" GOLD CUP.



BACK FROM HIS EXPLORATIONS IN SOUTH AMERICA:  
MR. ROOSEVELT WELCOMED IN WASHINGTON WHEN  
HE VISITED PRESIDENT WILSON.



AN EMINENT JURIST AND EDUCATIONIST: THE LATE  
SIR WILLIAM ANSON, M.P. FOR OXFORD UNIVERSITY  
AND WARDEN OF ALL SOULS COLLEGE.



THE LATE COMMANDER ARTHUR  
RICE, R.N.,  
Drowned in the recent seaplane accident  
in Southampton Water.



THE LATE LIEUTENANT T. E.  
CRENWELL, R.M.L.I.,  
Drowned in the recent seaplane accident  
in Southampton Water.



THE LATE CAPTAIN KELSEY,  
Leader of the Capetown-Cairo Motor-Car  
Expedition, who died of injuries inflicted  
by a leopard.



THE LATE DR. PAUL VON MAUSER,  
The inventor of the famous "Mauser"  
rifle which is used by the German  
infantry.



AN EMINENT JURIST AND JOURNALIST: THE LATE  
SIR DOUGLAS STRAIGHT, ONCE AN INDIAN JUDGE;  
LATER EDITOR OF THE "PALL MALL GAZETTE."



THE LATE JUDGE AUSTIN,  
Who had been County Court Judge at  
Bristol since 1892.



LORD SAYE AND SELE,  
Whose name was mentioned during  
the Army Caterers Case.



ADMIRAL SIR PERCY SCOTT,  
Who says Dreadnoughts have been ren-  
dered useless by Submarines and Aeroplanes.



DR. M. R. JAMES,  
Fellow of King's College, Cambridge,  
re-elected Vice-Chancellor of the University.



DR. F. S. HEWITT, M.D.,  
Appointed Surgeon-Apothecary to the King,  
and Apothecary to His Majesty's Household.

Portraits by Legayette, Elliot and Fry, Philipps, Russell, Watson, L.S.A., Hinchliffe, Brown, Fendick, C.N., Russell, Southall, Budge, Ford, Colman, and Reynolds Haines.



## THE "EMPRESS OF IRELAND" DISASTER: THE COLLIER'S COMMANDER.

AFTER A PHOTOGRAPH BY TOPICAL PRESS.



THE CAPTAIN OF THE "STORSTAD," WHICH WAS IN COLLISION WITH THE C.P.R. LINER AND SANK HER IN THE ST. LAWRENCE :  
CAPTAIN ANDERSEN, WHOSE STORY OF THE ACCIDENT DIFFERS FROM THAT OF CAPTAIN KENDALL.

In the course of an official statement issued on behalf of Captain Andersen, commander of the collier "Storstad," which was in collision with the "Empress of Ireland" and sank her, it is said that after the disaster the "Storstad" manoeuvred as close to the "Empress of Ireland" as was safe in view of the danger of injury to persons already in the water. "The 'Storstad' at once lowered every one of her boats and sent them to save the passengers and crew of the 'Empress of Ireland,' although

she herself was in serious danger of sinking. . . . In all about 350 persons were taken aboard. Everything the ship's stores contained was utilised for their comfort. The clothes of those on board the 'Storstad' were freely given and every possible assistance rendered. The statements which have appeared in the Press indicating that there was the slightest delay on the part of the 'Storstad' in rendering prompt and efficient aid do cruel injustice to the captain."



## THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY



THE DERBY OF THE AIR PHOTOGRAPHED FROM THE AIR: FLYING-MACHINES AT THE STARTING-POINT AT HENDON AS SEEN FROM VERRIER'S BIPLANE.

The postpered Derby of the Air took place on June 6. It was the first of its kind and consisted of a flight over a course of 105 miles round London, starting from and finishing at the Hendon Aerodrome. The event was won by an American aviator, Mr. W. L. Brock, who flew on a Morane monoplane, with



PHOTOGRAPHED FROM A COMPETITION IN THE DERBY OF THE AIR: THE CROWD AT

STYING TAKEN BY A PASSENGER ON VERRIER'S HENRY FARMAN BIPLANE.

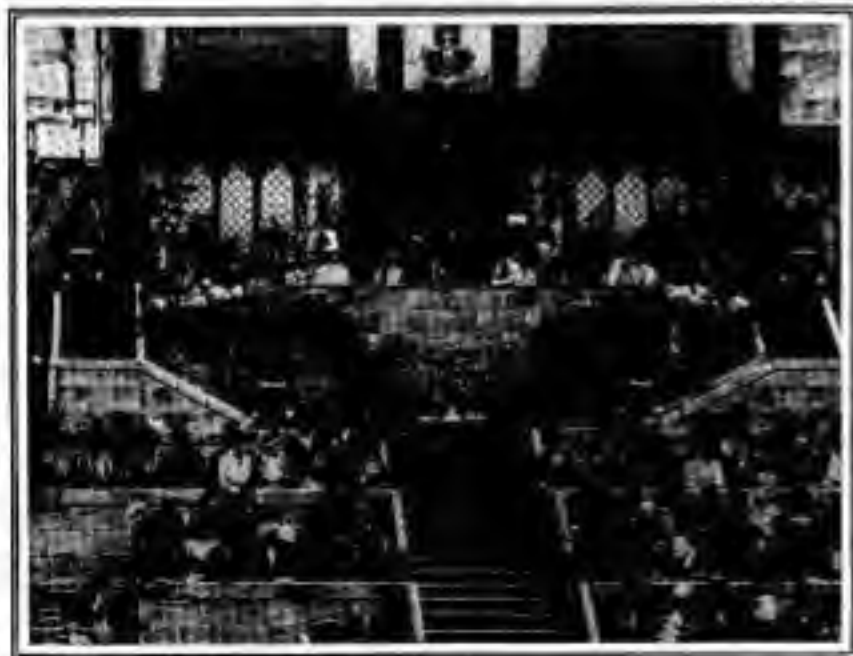
an 80-h.p. Gnome engine, and completed the distance in 2 hour 28 min. 54 sec. There was considerable difficulty in finding the way owing to mist, which in some places might fairly be called fog. M. P. Verrier carried a passenger on his Henry Farmen biplane, and the passenger took these photographs.



SUNK WITHIN TEN MINUTES AFTER THE BOW OF THE "CORINTHIAN" HAD OPENED HER UP AS THOUGH SHE WERE MADE OF CARDBOARD: THE WRECK OF THE "ORION" IN THE THAMES AT LOW WATER.

Shortly after two o'clock on the night of Saturday, June 6, the "Orion," a steel screw-driven liner of 1,500 tons, the prop. of the General Steam Navigation Company, was in collision with the Allan liner "Corinthian" in the Thames and sank in less than ten minutes. Her three passengers and a crew of twenty-one were saved. The "Orion," a cargo-liner, was outward bound for Genoa; the "Corinthian"

was completing a voyage from Canada to London. The collision occurred off Charlton Mark, East Greenwich. The chief officer of the "Corinthian" has said that the bow of the "Corinthian" opened up the "Orion" as though she were made of cardboard and they could see right into the stowhold. The sinking would lay on her port side across the middle of the river.



WHEN THEY WERE ADDRESSED SEVERAL TIMES BY SUFFRAGETTES: THE KING AND QUEEN, ACCOMPANIED BY PRINCESS MARY, AT THE HORSE SHOW AT OLYMPIA.

The King and Queen, accompanied by Princess Mary, visited the Horse Show at Olympia on June 8. They had only just entered the Royal Box, when a Suffragette called out an appeal, was seized by a spectator, and was carried out by two policemen. Other disturbances followed, and some half-a-dozen



PHOTOGRAPHED FROM A COMPETITION IN THE DERBY OF THE AIR: THE CROWD AT

STYING TAKEN BY A PASSENGER ON VERRIER'S HENRY FARMAN BIPLANE.

interrupters were hustled out on several occasions. The public present cheered as the first ejections were made, in approval of the police, and in sympathy with the King and Queen; after the other disturbances they booed and hissed the Suffragettes.





THE YOUNG GIRL OF 1914.

After the drawing by Amy Farrer.



## THE LADY OF FASHION

From song or picture, or from book,  
He gets a gesture, glance, or look;  
The poet turns him half away  
To brush the lips of yesterday.

What an armoury of vanity is before you, from great trappings to little weapons: a curl here, a scented glove there: silks and satins, damasks and velvets; velvets cut, velvets raised, velvets plain, printed silks, silks dyed at Tyre or woven in Sicily!

What great hoops are here, and little panniers; what cart-wheel ruffs and tiny collars! There is dust on them all! Faded the flowered brocades and limp the sprigged muslins, soiled the satin shoes on whose soft bodies once rested roses of ribbons and diamonds. In this room the perfumes of the world hang a little stale perhaps: clinging is the scent of ambre to Egyptian wigs, and the



*Horus-Worship in Ancient Egypt.*



## FROM ANCIENT EGYPT TO THE TWENTIETH CENTURY.

BY DION CLAYTON CALTHROP.

acid smell of dust to Pompeian parasols; attar of roses broods insistent on the gorgeous robes of Persia, and sandal-wood on Syrian purple; and the Elizabethan skirts now, like crushed flowers, are scented still with musk or bergamot.

It is the litter of history, the lumber-room where the black velvet of Flanders, the white linen of Ypres lie with blue woollen stockings knitted by Epsom shepherds, and the cambric from Cambrai, and the calico from Calcutta in India. Here you will see the flirting-fan side by side with a French hood or a domino from Venice. For this is the room of woman from the time of her first nose-ring to her green hair of to-day: a crumbled mass of vanities taken up and flung away; a room where woman has dressed and undressed through



*An Egyptian Patriarch Selling out for a Chariot-Drive.*





## *The Lady of Fashion.*



*An Incident in the Life of a Lady of Ancient Greece:  
A Morning Walk in Athens.*



# *The Lady of Fashion.*



*Domestic Life in Ancient Athens.*

the centuries; where she has powdered and painted and patched, where she has been tattooed, where she has pinched herself in corsets and as indignantly thrown them away; where she has used khol and henna and rouge; and where before that great mirror at the end she has preened herself and smoothed her silks and given her curls that bewitching note of revolt, or has, with equal belief in her beauty, shaved the front of her head close.

There is a mist on the mirror now, the mist of a million ghosts, ghosts of dead yesterdays—

When Simonetta held her sway,  
Circe from men their senses took,  
And Helen held the world in thrall.  
But dead the faces of yesterday

As kisses printed in a book,  
And faces painted on a wall  
Until your poet turns away  
To brush the lips of yesterday.

Then Cleopatra's arms enfold;  
Semiramis is flushed with joy;  
And heroes think the world a toy  
To give to little hands to hold.

You hear the laughing voices sing  
The beauties of the Stuart King;  
And in the lilled fields of France  
A King and Pompadour shall dance.

So the poet with winged words brushes  
the mist aside, and as if in the flame of  
forgotten loves women walk. They step



## The Lady of Fashion.



Receiving a Caller in Ancient Athens.

from the wall paintings of Thebes and the bas-reliefs of Luxor, from Etruscan vases, from the tombs of alabaster in dim churches, from tapestry and picture, out of books of letters, out of miniatures, old photographs, and at last out of the moving wonder of the cinematograph.

Women with strange Egyptian eyes ringed with khol pass by holding blue lotus flowers or copper mirrors in their hands. Fair Caucasian beauties and Jewish girls with red lips and heads dressed in the Assyrian fashion, like the dancing-girls of Ouled Nail to-day. It is a parade of beauties, calm, inso-



A Dinner-Party in Ancient Athens.

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# *The Lady of Fashion.*



*At the Theatre in Ancient Rome.*



**Portrayed for the First Time by Natural-Colour Photograph**



**PUBLISHED BY ROYAL PERMISSION: THE FIRST NATURAL-COLOUR PHOTOGRAPH OF THE KING AND QUEEN**

COLOUR-PHOTOGRAPH BY DEBOUTINS.



*The Modern Woman: A Colour Impression by Millière.*



THE LADY OF FASHION OF THE TWENTIETH CENTURY: AT THE LOOKING-GLASS.

From the Painting at Munich Museum.



*The Lady of Fashion.**A Roman Patrician's Litter at the Door.*

jade and the splendour of black meet and mingle as the pictures melt and grow, what do you notice of these women who have conquered the world? A girl passes there with the scarlet ribbon of the Guillotine round her throat; a girl passes with the wonders of old Japan about her. Are they not sisters in something, something these dead bundles of clothes round us suggest but cannot give? It is clear, it is perhaps the lift of an

eyebrow, the subtle smile that sleeps in the corners of that mouth, or the proud disdain on the lips of that English girl. Is it that? Look: that English girl has smiled, and it is Spring again; she gives us meadows, orchards, cowslips in deep grass. Look at that one, and that, beauties of Napoleon's Empire; men have gone down to death for those smiles. There passes one such as Herrick loved, with feet like little mice; and



## The Lady of Fashion.

there one with the mystery of Southern Spain in her eyes, deep, dark, languorous eyes that can flash in passion or melt in ardour.

Some walk like tigers, some like wild flowers in a wind, and men have fought for them and died for them, and great armies have gone down like lilies in a storm for them. And they have raised men up to heaven and sent them hurtling to hell—with what power?

It evades you. You can collect everything but charm. Try to set it down and it vanishes like a flight of butterflies in a breeze.

Look in the mirror there! Those two women passing by have made slaves of men; and one is like a *Greuze*, all haunting tenderness and virginal beauty; and the other a woman of Italy with a face full of secrets.

They pass us by from the Athletic age of Sparta, through the ages of Barbarism, of Chivalry with its troubadours and gages for the Tourney and dark Powers and forests full of unknown fearful dangers; of Renaissance with its brilliant pageants, of song-haunted Italian nights, when poets who were painters and soldiers beside wrote verses to some fair one and came in groups to sing her praises; through the age of great Courts, of periwigs and whisperings



*The Toilette of a Roman Patrician.*

in long corridors and visits to wizards and fortune-tellers, of the tapping of red-heeled shoes. And then comes William of Orange and turns the women of England Dutch for a little time. Dutch! what does it matter? They carry their charm with them and look delightful in loose jackets and men's waistcoats and their hair done in a bob-wig style at the back.

Then the age of Powder and long nights of gambling, and visits from gentlemen while they lie abed and take coffee and talk about the last *Spectator* and the news from Bath and of tabby flowered

gowns and chamber music. Then the Classic age, the revival with Madame Récamier in Greek clothes. And then the Guillotine.

On they go, these wonderful women—mothers, lovers, wives, children—full of intrigue and coquetry and tenderness and infinite self-sacrifice, and lies and deception and courage greater than

that of most men; unchanging, the same heart, the same sure sense of power that has given them nations to play with since the time of nations began. From Eve to the Tango flapper, mysterious because they never alter as men have altered and have been moulded by new inventions. When man left flint behind for iron, and iron for bronze, and armour for gunpowder,



*A Dinner without Ceremony in Ancient Rome.*



# *A Meeting-Place for Society in the London of*



THE LADY OF FASHION OF THE TW

FROM THE PAINTING BY J.M.W. TURNER



*To-Day: A Colour Impression by Shepperson.*



NTIETH CENTURY: IN HYDE PARK.

L. SHEPPERSON, A.R.W.S.



*The Lady of Fashion.*



*A Pleasure-Trip on the Golden Horn in Byzantium.*



## The Lady of Fashion.

woman did not alter. She had new stuffs, new ornaments, new shapes, even, but she outshined the world in the same way, and in her large understanding she understood the childhood of each age, and let it play with what new toys it would.

It is greatly for this reason that woman has never had any taste either for design or colour in her clothes. She has only to look at



her in the Sentimental Age to see that. Oh, my dear, my dear, what things you have done to yourself in the 'sixties and 'seventies! Only your beauty, the beauty of champagne - bottle shoulders and a tiny waist, carried you through those awful times. Do you remember your elastic-sided jennies and your white cotton stockings? And do you remember your pork-pie

*Awakened by May-Day Rattles in the Middle Ages.*



*Going to Mass in the Middle Ages.*



Where Society Congregates To-Day: A Colour Impression by Shepperson.



THE LADY OF FASHION OF THE TWENTIETH CENTURY: AT RANELAGH.

Painted from a photograph by the artist, J. Shepperson, R.A.



Portrayed for the First Time by Natural-Colour Photography.



PUBLISHED BY ROYAL PERMISSION: THE FIRST NATURAL-COLOUR PHOTOGRAPH OF THE PRINCE OF WALES.

Colours Photographed by Dr. J. M. G. S. S.



*The Lady of Fashion.**At a Fête in the Middle Ages*

hats and your chignon? Oh, mothers of men, how silly you can be until men are forced to design garments for you, and choose colours, and do all the fine, artistic things you practical people have no time or taste for! We even write the classics of the nurseries, and we even illustrate them. We even have to design the toys for your children, and make them, and sell them. It is because we men are only children that we are so clever in a nursery. Ours the wall-paper to amuse, the surgery to heal, the books to read; but not ours the infinite patience to bring up the difficult creatures, or to attend to their minutest needs.

As we see this vast procession in the mirror of time we see something that is a constant puzzle. Here come a generation of slender, sylph-like creatures in clothes that show the figures of young girls, and as we think of

them at that very moment a year passes, only a year, and these same people are full-hipped and broad-shouldered and athletic. Then, as you look, you will notice every difficulty is disposed of; Fashion dictates, and lo! the human form divine bows to the wind! It can be the shape of a sausage or a Venus; the waist knows no permanent home—indeed, it often vanishes altogether; feet adapt themselves to shoes, not shoes to feet; hair is now close to the head and like a cap, then it is piled high in massive curls. Let Vandyck paint, the streets are full of Vandycks; let David paint, and Grecian beauties flood the Palais-Royal; Du Maurier draw, and the Greenery-Yallery girl is everywhere.

What beauties follow in the artist's train! Slender, sweet Simonetta, the sung of great men, the reed-like beauty of the Renaissance—when Botticelli painted you



*The Lady of Fashion.*

*An Interest not yet Dead: Fashion-Telling during the Renaissance.*

and you became the fashion, did the streets of Florence fill with other beauties like yourself? Did the waters of the Arno reflect willowy girls who smiled with your wistful smile? Then *Violante* came, daughter of *Palma Vecchio*, and the rage was for blondes and golden hair. *Titian* painted her, and so she is our own for ever. Blondes, indeed, held the throne for many a long year. *Poppæa*, the wife of *Nero*, dyed her hair golden to please her husband; *Petrarch's Laura* was a blonde, and so was *Aphrodite*, and *Milton's Eve*.

There spring into one's mind the women *Watteau* made, made out of his dreams of *Venice*; women who discovered to the world the beauty of their necks. It is *Watteau's* gift to

women, that nape of the neck, those few tender straying curls, and from there the hair brushed up in a coiffure of his own invention. *Gavarni* gave *Paris* his own type; *Leech* gave us our mothers, both "plain and ringlets."

Looking through artists' eyes a man must fall in love a thousand times, whether with the fine ripe beauties of *Rubens* or the mysterious women *Leonardo* has left us as a legacy.

Do we invent women, or are they there all the time and are we blind?

Does Nature follow Art, or do the artists give us new eyes? Whichever way it is, it is certain that woman shifts and changes her appearance, but only her appearance, to suit the whim of



*The Lady of Fashion.**Shopping at the Time of the Renaissance.*

Madame la Mode. But men do change altogether. Woman is still Eve, but man is miles from Adam. Man the dreamer, the enthusiast, the artist, is moulded by his times. Look at your man of machinery now, who binds the earth and links the continents with ropes of steel; he and his grandfather could not understand one another: all their ideas are different—as different as are the old man's from those of his grandfather. But the woman of to-day could sit down with King Alfred's mother or the sister of Pliny, and they would get on like a house on fire on every subject from babies to the servant question, the price of food or the details of a dress.

Fascinations may vary, but charm is an eternal affair. Yesterday you might sit on a sofa in your crinoline, play cats'-cradle, have the vapours, faint, say "This is so sudden" to a proposal in a dim-lit conservatory; but to-day you show a great deal of very charming leg (legs being no longer considered immodest), talk slang, smoke in public places, and propose yourself. Of course, you have always proposed yourself, but it is only to-day that you let men know it. Gone the arbour, the bower, gone the pretty peep, awful

horse-hair sofas, chromos; gone ringlets, gone side-dishes and removes, with wax flowers and glass cases. But your charm, my dear, remains. Still man is moved by stray curls (O curls, how artfully are you strayed before a glass!), still the soft instep as it meets the silk shoe drives man to frenzies. He digs in the earth to find bright jewels, as he has from ages back. Barbaric you will be to the end; earrings, finger-rings, bracelets, gauds of all kinds deck out your beauty. The East is robbed for silks; little do you know or care, my petted darlings, how those two monks brought the first silkworms in a hollow cane to Europe. Man took to eating oysters because you wanted pearls. You are no longer sung as Venus, Diana, or the nymphs; your eyebrows, the rosebud of your mouth are there, but unversed; you have become "old girl," but that is your affair. I suppose you got tired of posing in an atmosphere of sham Gothic sentimentality, and have come out now for a breath of air. I think the maiden lady has nearly given up her parrot for golf clubs.

We follow humbly: if you no longer wish ardent proposals, where we go down on our knees, we mere men



*The Lady of Fashion.**The Library Lane of the Saint of the Eighteenth Century.*

refrain. Instead of "Rose of my life, let us fly together," we have changed our method to suit your needs, and you do literally fly with us, looking quite charming in your aviation dress. That, indeed, is as far as your clothes can go in this our age.

See, the mirror grows misty again. Rome, Greece, Paris fade away. Piled high on the floor of this lumber-room are your discarded clothes, and with them the manners that are dead. Would Raleigh spread his overcoat now, I wonder, for a Queen to go clean-footed? The silks are stained and faded that once shone as you took your airing on the Mall. The dress is dust that made you the joy of all beholders in the streets of Thebes. And you who held the lives of gladiators in the action of your thumbs, all that remains of you is a thin fillet of beaten gold.

So complete, though, is your conquest of man that you dare display every article of your artifice to his gaze. Your secrets are open secrets. You allow the poor ignorant male to think such things are your charm. He gazes on

pots of rouge and bottles of scent, on dye for your hair, on your very false curls. He sees your leg—in wax—encased in openwork stockings—in fact, the whole machinery of fascination meets his abashed eye wherever he turns. History tells him what you were, modernity shows it to him. He even sells it to you, and yet is captivated.

From top to toe I pass you in the windows where you fling your sex at me. "Catch me!" you cry; "see my charms. Here are my new whiskers; note their price. There in the corner are the elevators for my shoes to give me height. The rose, you say, that mantles on my cheek lies there in that card-board box." It is of no use: your charm illudes me.

It is a great idea, this brazen exploiting of the unessentials, for they make no real difference—the allurements not in them, but in you.

Gracious ladies, sweet girls, children, in Parks and Public places, in Salons, in the seclusion of your Boudoirs, I, with all men, give you homage. Mesdames, we salute you.



## *The Lady of Fashion.*



*A New Nobility in the First Empire.*

Continued on page 10.



# The POPULAR FAVORITES

WITH  
THE  
CHILDREN





## *The Lady of Fashion.*



*Watching a State Procession during the Second Empire.*

[Continued on next page.]



*The Lady of Fashion.*



*The Fashionable Promenade during the Second Empire.*



*This is what Odol does!*



By the authorities  
on Modern Science

**Odol**

has been proved  
the best  
for cleansing Mouth and Teeth



## A NEW R.M.S.P. LINER.

AS is well known, the R.M.S.P. Company is the oldest of our great shipping companies, and it has shown commendable enterprise. The fleet has been built up by the addition of a large number of specially designed and equipped ocean liners of great size and power. The R.M.S.P. *Alcantara*, the largest and latest addition to the fleet, will thoroughly maintain the traditions of the company; nothing has been spared to make her the finest vessel in the Brazil and River Plate trade, and she is a concrete example of that policy which the chairman, Sir Owen Philipps, has so aptly described as "both progressive and conservative." The *Alcantara*, which recently left Belfast for Southampton, was constructed by Messrs. Harland and Wolff, Ltd., is nearly 600 feet long by 67 feet beam, and has a gross tonnage of about 15,800. She is a very strongly built ship, with water-tight bulkheads, and a double-bottom extending the whole length of the vessel. There is an extensive refrigerating installation to meet the demands of the frozen and chilled meat trade. The vessel is constructed



THE LARGEST AND LATEST ADDITION TO THE ROYAL MAIL STEAM PACKET COMPANY'S FLEET: THE NEW LINER "ALCANTARA," THE FINEST VESSEL IN THE BRAZIL AND RIVER PLATE TRADE.

furnishings all that could be desired. The first-class public rooms and state rooms are large, airy apartments, handsomely furnished and decorated, and extremely comfortable;

there are suites de luxe, consisting of bedroom, sitting room, and bath-room; inter-communicating state cabins with a bath-room attached; and numerous single and double berth rooms, fitted with beds instead of bunks. Most of the public cabins are arranged on the tandem principle, which provides natural light and ventilation, and all of them are very prettily decorated and fitted with electric fans. The first-class dining-saloon is situated on the middle deck—a beautiful apartment, paneled and frescoed in white and gold "Adams" style, and will seat nearly 400 people at small round and also rectangular tables arranged on the high-class restaurant plan. A children's saloon adjoins the dining-saloon, separated from it only by a glass screen (with sliding panels). There is also a children's play-room on the boat-deck, which, with its picture

telegraphy, of course, is installed on the *Alcantara*; and in addition there are submarine signalling, Morse lamp and semaphore signalling, and, in fact, every modern improve-

toy bench, rocking horses, swings and chairs, will prove a veritable palace of delight for the youngsters. The card smoking-rooms (upper and lower) are on the boat-deck and upper promenade deck, and are decorated in an extremely attractive style somewhat reminiscent of the Jacobean period. There is a bar adjoining, and verandahs with walls and ceilings of trellis-work at the after end furnished with small tables and chairs. Among many other notable features are the first-class social hall; the daintily furnished ladies' boudoir; the passenger lift serving five decks; the gymnasium; barber's shop; dark room for photography; cloak room; inquiry office and servants' rooms. The appliances for working the ship and cargo are of the latest and most approved type, including the provision of many hydraulic cranes; the ship has an emergency lighting-set driven by a Diesel oil engine placed in the poop well above the water-line, and the boat accommodation is sufficient for all on board. Wireless



LUXURIOUS SLEEPING ACCOMMODATION ON BOARD THE "ALCANTARA": A ROOM WITH BEDSTEADS INSTEAD OF BERTHS, AND BATH-ROOM ATTACHED.

to carry a large number of first, second, and third class passengers, who will find their respective apartments and

screen (with sliding panels). There is also a children's play-room on the boat-deck, which, with its picture



DECORATED IN ADAMS STYLE, AND CAPABLE OF SEATING 400 PEOPLE: THE FIRST-CLASS DINING-SALOON ON THE "ALCANTARA."

ment that could possibly promote the safety and well-being of those on board.

## Every morning at breakfast take a draught of Sanatogen.

This will give you that extra nerve-energy which makes you feel "fit" and fresh all day.

Let us send you the first tin, Free.

Sanatogen in the morning means a better day's work—means increased energy and staying-power—means that you feel brighter, fresher, and keener all day. Try it!

Sanatogen's power to *increase* Nerve-Energy has been definitely proved. In the words of Sir Charles A. Cameron, C.B., M.D., etc., President of the Royal Institute of Public Health:—

"Sanatogen is an excellent nerve-food, of the highest nutritive value, easily and completely digested."

Write to-day for a Free Tin.

Never forget that Sanatogen is a *food*, not a medicine or a "secret remedy." It increases nerve-energy by *feeding* the nerves—not by goading them with drugs or stimulants. Its action is as *natural* as that of any ordinary food: it must do good, and it cannot do harm. That is why doctors give it even to babies. And that is why so many people, whose work makes great demands on their nerve-energy, take Sanatogen regularly, all the year round—not as an occasional "tonic," but as a part of their daily diet. You should do likewise, if you want to keep your nerve-energy at the highest pitch. Write, mentioning this paper, for a Free Tin of Sanatogen to A. Wulff & Co., 12, Chenies Street, London, W.C. You can buy Sanatogen at any Chemist's, from 1s. 9d. to 9s. 6d. per tin.



Two level tea-spoons of every morning means increased health and nerve-energy for every man, woman and child.



Mr. Henry Arthur Jones.



Sir F. Milner.



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Mr. Landon Ronald.

"Sanatogen seems to me a very valuable food and nerve tonic. I have several times taken a course of it when I have been run down and always with good results."

"Sir Frederick Milner was much run down from overwork when he took Sanatogen, and it certainly did good. It seems to nourish and give strength."

"My experience has been that, as a tonic nerve food, Sanatogen has on more than one occasion done me good."

"I have been taking Sanatogen, & I think that it has decidedly helped me to get through the extremely overworked period that I have had to go through the past few months."





# DOOM OF THE HAIR - DYE!

**Marvellous Discovery by which Grey and White Hair Recovers its Lost Colour by New Natural Process.**

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"Astol" is the discovery of Mr. Edwards, whose "Harlene" and "Hair-drill" are daily used by 3,000,000 people, and who wishes its merits to be known to every lady and gentleman whose hair is grey or white.

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Dyes are objectionable things. Some are sticky, others have an unpleasant smell, nearly all stain your fingers, linen, pillow-cases, etc., and "run" when your hair is washed. A further disadvantage of using dyes is that they have to be constantly reapplied. Then, again, dyed hair can usually be detected, and people make unpleasant remarks about "So-and-so and his (or her) dyed hair."

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Most serious thing of all, dyes often injure the health of those who use them, causing skin-trouble and even blood-poisoning.

## "ASTOL" BUILDS UP THE COLOUR-CELLS.

You avoid all these risks and disadvantages by using "Astol"—which brings back the lost colour to



Here is the difference between the action of Hair Dyes and the action of "Astol": making of new colouring substance at the pigment cells in the hair. The natural photograph on the right shows how a hair dye merely coats the outside surface of the hair shaft. On the left is a similar enlarged photograph of the "Astol" treated hair—note how the colour spreads from within the hair shaft. "Astol" builds up the marvellous powers of "Astol" (free of charge). Send the Coupon on page 1017.

grey or white hair by reawakening the colouring powers inherent in the hair itself.

It is not generally known that hair possesses the power of building up its own colour, just as it possesses the power of building up its own substance.

Hair grows by the continual addition of microscopic cells at the root-end of the hair.

These cells are formed at the roots, and as they are formed they "push up" the hair so that it grows longer and longer.

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"Astol" is sold by Chemists and Stores everywhere, in 2s. 6d. and 1s. 6d. bottles, or direct and postage free by remittance by Edwards' "Harlene," Co. 20-26, Lamb's Conduit Street, London, W.C. Foreign postage extra. Cheques and P.O.s should be crossed.

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## ART NOTES.

MR. LAVERY more than fills the Grosvenor galleries; the canvases run over into the corridors. Evidently he finds he can call upon any of his periods without shame. Here pictures of the eighteen-eighties are hung with the last bright things made in Morocco, under the sun of 1914. In the whole range of portraits and landscapes there is no single contradiction. Apart from the fact that he has grown young again, Mr. Lavery proves himself to be the least puzzling of painters. Even when a few years ago he discovered the Near East and called the sun his own for the first time, he did so without deserting his old position. The girls who blink on the glaring sands of Tangier are shown in every brushstroke to be the rightful heirs of "The Lady in Pink" (lent by M. Rodin) of 1890 and of the "Lady in Black" of 1894.

In "The Tennis Party" (lent by the Neue Pinakothek, Munich, and painted in 1886) Mr. Lavery's pigment has the surface of Paris and a general look of the Continent; a little later the Whistler influence is at work, and both Paris and Whistler have in more or less mild solutions continued ever since to get into the setting of his palette. Nothing new has been admitted; Mr. Lavery has shrugged his shoulders at innovation. The only change he cannot shut out is the gradual extension of his own power. Having been for twenty years content with the satisfaction of his craft, he is now learning the joy of it. He is the same as before, but with the difference that

the sun makes. This is no figure of speech; he has really warmed to his work under brighter skies.

Stenlen makes another appearance in the collection of lithographs and engravings at Mr. Gutzkunst's Gallery in

papers sold on the pavement. With success he has become self-conscious. The weekly cartoons done, ten years ago, without a thought for fame or even for their merit are infinitely more interesting than the things that are, in a sense, sister for Mr. Gutzkunst and the collectors.

Forain's work, on the other hand, has the stuff in it that can carry a big mount and a fair price. He gives quality to his washerwomen; they may move in the best society of the most fastidious portfolios. Toulouse-Lautrec, also conspicuous on Mr. Gutzkunst's wall, does the same thing, but with too much effort. His technique has a parallel in the extreme manners of a *grande dame très-moderne*.

The Fine Art Society shows a collection of the clever and dainty drawings that are supposed to assist in the rolling of the modern woman. It is, fortunately, not always easy to discover the exact relation between a Bakst drawing and the real young women who make Bond Street beautiful, and of the six drawings by Bakst here shown none is, strictly speaking, a fashion-plate. More to the purpose are the lively and pretty designs of Charles Martin and Georges Lepape.

The illustration of poetry is always perilous. Blake added nothing to his lyrics by setting them in coloured borders and making little pictures in his margins. There is an instinct that leads us to prefer our poetry plain, and it is with such prejudice that Miss Huddart must cope when she shows her pictures of "The Hound of Heaven" by the Radcliffe Gallery. That she succeeds at all in such a task is remarkable. E. M.



ONE OF THE MOST LUXURIOUS IN LONDON: THE NEW LOUNGE OF THE HOTEL VICTORIA IN NORTHUMBERLAND AVENUE. Various improvements have just been made in several of the Grand Hotels, the most important being the construction of a lounge in the Hotel Victoria, Northumberland Avenue. In celebration thereof the East of Bradford, the chairman of the company, presided at a luncheon there recently. The entire space on the ground floor in the centre of the building is now devoted to the lounge, which is one of the most luxurious in London. Various machines have been used with fine effect. The dining-room and other apartments of the Victoria have been redecorated, and the ladies' dressing-room has been remodelled and modernised. Improvements have also been made at the Grand Hotel and the Metropole, as well as at the Brighton, Pall Mall, and Margate establishments of the company. (Photograph by Radford Lacey and Co.)

Griffith Street. But Stenlen does not prosper as a gallery artist. He belongs to the pavement, and in the

Heaven" by the Radcliffe Gallery. That she succeeds at all in such a task is remarkable.



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## MUSIC.

THERE was an extremely interesting revival of "Otello" at Covent Garden last week, with M. Franz in the name-part, Scotti as Iago and Melba as Desdemona. M. Franz made the title-role a very full-blooded one, and the clarity quality of his high notes was heard to great advantage. Melba sang with her usual purity of tone, but she did not give the part the grace of movement that it calls for, and her work on the dramatic side left much to be desired. Scotti was splendid, though he was forced to use his voice with obvious discretion in the upper register. To study production all the time and yet to act with intense devotion and conviction, this was a great accomplishment and one that the house recognised very gladly. Signor Polacco conducted with direct vigour, and there seemed to be a general feeling among the audience that a work well worth reviving had been worthily revived. Mme. Muzio is to take the part of Desdemona at the second performance of "Otello," and the contrast between Melba's lyrical treatment and Mme. Muzio's inevitably dramatic treatment of the rôle cannot fail to be of interest, for "Otello" is one of the operas that seem to supply in the orchestra whatever element may be lacking on the stage. The revival of Charpentier's "L'Enfer," with Edvina in the name-part and M. Franz as the lover, is Covent Garden's further addition to the musical interest of the passing week.

The revival of "Ivan the Terrible" at Drury Lane in the slightly mutilated form of last season has excited the greatest enthusiasm. Kinsky-Korsakoff's opera is beautifully written, and would be worth hearing and pondering even though Chaliapine were not in the cast. It gives the audience a series of delightfully unfamiliar pictures, set to music that reflects all moods, can be gay, somber, and dramatic in turn, and is distributed to orchestra and singers in the cleverest and most effective fashion imaginable. "Ivan the Terrible" has two distinct aspects, the musical and the dramatic. It would make a splendid play, it is a most attractive opera, and no higher compliments can be paid to the company than to say that if the words were spoken instead of being sung it would not be necessary, from the point of view of drama, to change a member of the company, from Ivan himself down to the girls in the garden, the crowd in the streets, or the soldiers in the



A SINGER WHO HAS MADE A TRIUMPH AT DRURY LANE WAS FRIEDA HEMPEL. The brilliant singing of Miss Frieda Hempel has been one of the features of the Russian opera season at Drury Lane. She has been especially successful in Strauss's "Der Rosenkranz," and in Meyer's "The Magic Flute." The music of the latter is extremely difficult to sing, and Miss Hempel's part, that of Queen of the Night, ranges over two and a-half octaves. She took it with consummate ease. Her voice combines the qualities of a lyric soprano and a coloratura singer. Photograph by G. G. G.

camp. M. Emile Cooper, who conducted Russian opera at Drury Lane last year, is back at the conductor's desk, and it is hard to imagine a better choice—he is so conversant with the scores, so discreet, so helpful to the singers. The current programme at Drury Lane is discussed in another part of the paper. The Russians are creating an enormous interest in musical circles just now.

Although Mme. Tetrazzini has not been singing in Grand Opera this season, she has returned to London, and drew a very large audience to the Albert Hall without the assistance of an orchestra, but with the aid of several artists of established reputation, including Mme. Ada Crossley, Mr. Ben Davies, Mr. Francis, and Miss Isolda Menges. The prima-donna's reception was of the heartiest, and was well deserved.

Not very long ago Miss Florence Macheth made a successful début as a singer in London, and was engaged to sing in opera in America. She returned to town lately, and was heard at the Queen's Hall last week in an orchestral concert under the direction of Signor Camilleri. These two tiresome old operas, "La Sonnambula" and "Lucia di Lammermoor," provided Miss Macheth with full opportunity of showing her vocal range and dexterity to a very appreciative audience.

It may be doubted whether London's musical activity has ever been so pronounced as it is just now. Apart from the record fortnight of new work at Drury Lane and a series of thoroughly interesting performances at Covent Garden, the concert-halls are being filled by those who respond to the invitation of the most popular conductors, singers, players, and orchestras. Mme. Clara Burt and her husband have been singing at the Albert Hall; Nisch has been conducting at the same house and at Queen's Hall; Mme. Gerhardt is singing at Beckstein's. M. de Pachmann will be at the Queen's Hall this afternoon (June 13). On Friday next Fraulein Frieda Hempel, who has been singing so finely at Drury Lane, will be the soloist at a concert by the Queen's Hall Orchestra under Mr. Percy Pitt's direction. M. Mlynarski is giving a series of concerts devoted to Slavonic music. It must be hard for musicians whose accomplishments are sound rather than sensational to secure an audience or even a hearing at the present time.



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all the curative virtues of more-sea watering places rolled into one—or rather, gathered together in one place! Harrogate, the famous Spa of the Yorkshire moors, where bracing air blows over delightful scenery, possesses no fewer than eighty-seven mineral springs, each with certain distinct properties of its own, and provides the daily application, all the year round, of over sixty different treatments. What could the heart of the wine-drinker want for more? And, as has been said, Harrogate is most easy of access. From London, thirty expresses daily run thither from King's Cross, and the Great Northern makes the journey itself a pleasure and a rest cure by the comfortable accommodation it provides for passengers on its trains. The restaurant-cars, for example, are very cosily arranged, like a first-class restaurant, with little tables where parties of three or four may dine together *en route*.

And when the visitor arrives at Harrogate, what does he find? He finds a spacious town of handsome buildings and broad green open spaces, and possessing besides its curative institutions, all the means of recreation and amusement, outdoor and indoor, which add so much to the restoration of health, and which render it an excellent centre for the holiday-maker pure and simple as well as for the invalid. The accommodation for visitors is plentiful, and of a kind to suit all purses, ranging from great hotels, equipped with every modern luxury, to homelier and cheaper hostels, together with numerous

boarding-houses and private lodgings. There are two good golf courses, lawn-tennis can be enjoyed near at hand, and the immediate neighbourhood, with its rivers and parks, affords a variety of pleasant walks, as to Birk Crags or Harlow Moor. Good hunting can be had in its season; wide for the motorist and the cyclist there are many trips to be made to places of interest.

York, with its glorious old minster, is within easy reach by car or cycle or, if desired, by train, and the grand ruin of Fountains Abbey, standing by a stream in lovely woods, is only fourteen miles from Harrogate. For those who cannot go far afield there are abundant means of amusement in the town itself. At the theatre all the London successes are staged, while the Kyrle orchestra is one of the finest in the kingdom, and famous singers and variety entertainers are constantly engaged. Music is provided daily by the Corporation Band in the Valley Gardens, the last-mentioned rendezvous of Harrogate, where the Tea House is a centre of attraction, and in the Crescent Gardens.



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We have said little of the medicinal side of life at Harrogate, but that is rather a matter for private investigation, and full particulars of the various treatments can be found in the illustrated booklet published by the Corporation. It is sufficient to quote from an article therein by Mr. George R. Sims: "Harrogate proudly calls herself 'The Queen of Inland Watering Places,' and no visitor will dispute her right to wear the crown."



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## NEW NOVELS.

"The House in Demetrius Road." (Heinemann) is a strong piece of vivid writing—the best novel, in our opinion, that Mr. J. D. Beresford has written, and that is high praise of the author of "Goslings" and "Jacob Stahl." The truth is that Mr. Beresford rises, in the new book, above the temptation to express his power by being brutal. For the first time, exploring human nature, he keeps on a high level, finding ethics more engrossing than the ferment and the aberrations of a sex-ridden species. It is true that one motive behind Martin Bond is sex, for it is evident to the reader long before Martin knows it that he loves Miss Hamilton from the beginning; but there are other issues besides the paramount one. The psychology of "The House in Demetrius Road" is profoundly true: just as would a man of Martin Bond's age and temperament advance and recede in his affection for Greg, while his

love for the woman would move steadily and unswervingly towards its goal. There lies the difference between friendship and love. . . . The right for the reclamation of Greg is powerfully told, and the reader shares the suspense of the two would-be saviours. The cunning and the insight of a clever drunkard are laid bare. The book ends with the release of the plucky couple, but not with their victory. This is not a fairy-tale, but a page torn out of life, and poor Robin Greg was, of course, a hopeless case.

"Full Swing." Nothing very emphatic can be said about "Full Swing" (Cassell) either in praise or blame. It would pass in the crowd of mediocre novels if it did not happen to be by Frank Danley, who has done some striking work in her earlier novels. Here, to tell the truth, she seems weary, and we are afraid her lassitude



PRESENTED BY THE STAFF OF LIBERTY AND CO. TO THEIR CHIEF: THE ACADEMY PORTRAIT OF SIR ARTHUR LIBERTY BY MR. ARTHUR HACKER, R.A. The portrait was presented to Sir Arthur Liberty by the staff and workers of Liberty and Co., the famous Regent Street firm, in honour of his knighthood. The firm is starting a benevolent fund for its employees on a co-operative basis, and Sir Arthur has given £500 towards it. (Photograph by Dixon.)

being "the common people." "Full Swing" is a readable book, but no more.

Commerzienrat Carl Paul Goetz, head of the well-known Goetz Optical Works, has been given the honorary degree of Doctor of Engineering by the Technical High School at Charlottenburg. This honour was bestowed in recognition of his efforts in the development of the German optical industry, in the advancement of photographic optics, and in the construction and technical improvement of optical and measuring instruments.

During their stay in Vienna the Committee of the European Tour of the Hotel Men's Mutual Benefit Association of the United States and Canada, with a party of about sixty, were accommodated at the Grand Hotel. On leaving the hotel, the President, Mr. W. Tierney, handed to the Manager, Mr. A. Hess, a complimentary resolution.



UNVEILED BY MRS. JOSEPH CHAMBERLAIN: A MEMORIAL TO HER ANCESTOR, JOHN ENDICOTT, AND RICHARD CLARK, AT WEYMOUTH.

Mrs. Joseph Chamberlain, formerly Mrs. Mary Endicott, is a daughter of Judge Endicott, of the U.S.A., and a descendant of John Endicott, who, in 1628, sailed from Weymouth on a pioneer expedition to Massachusetts. Richard Clark sailed from Weymouth, in 1783, to join Sir Humphrey Gilbert in his voyage of discovery to Newfoundland.



AN IMPORTANT AMALGAMATION IN WATCH-MAKING AND JEWELLERY: ONE OF MESSRS. S. SMITH AND SON'S ESTABLISHMENTS.

Messrs. S. Smith and Son, the well-known watch, clock, and jewellery makers, established in 1851, have recently acquired the business of the Amalgamation of Diamond Watchmakers, as well as a factory in Great Portland Street. There some 300 men are employed making the articles sold at Messrs. Smith's new premises at 4, Grand Hotel Buildings, Trafalgar Square, and at 48, Piccadilly. They have a wonderful stock of watches, clocks, and jewellery, including a splendid collection of pearls.

will convey itself to her readers. Perhaps part of the trouble can be attributed to the character of Agatha, who is as stupid and as obstinate as a mule when she touches the great issues of life. The aristocratic figures in "Full Swing" are not impressive, and if the author were not convinced in her own mind of their proud breeding, we should suspect them of

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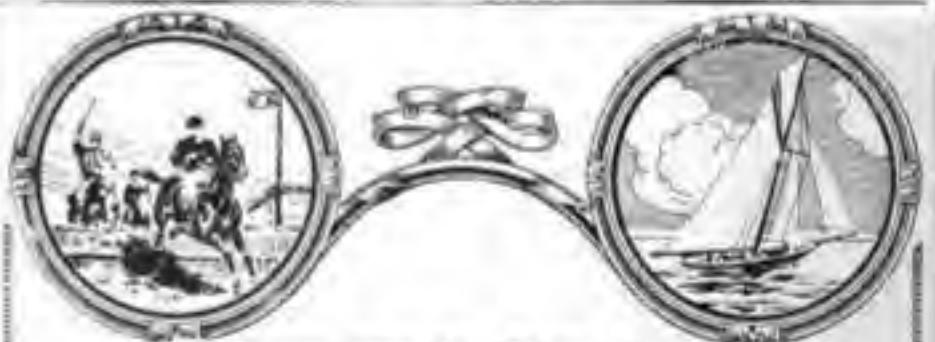
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## THE TRIUMPH OF RUSSIA AT DRURY LANE.

Russian art is being taken at the foot just now, and if the hand does not lead us to fortune those who have witnessed it, there can be no doubt that it will conduct them to a pleasant notoriety. Whatever the secret of the Russians' success, there has been nothing like it for many years past. No production seems to fail: opera succeeds in opera and ballet to ballet; and in every new production there is something that people are anxious to hear or to see more than once. Is there any permanence in all this? Will Russian music and Russian dancing take a modest place by the side of French, German, and Italian work? There seems, at time of writing, more chance that the new operas and ballet will affect profoundly the whole foundation of middle and western European art-work, and for reasons sufficiently obvious. In the first place the Russians take advantage of all the arts in order to make the strongest possible appeal to ear and eye. Take the case of Rimsky-Korsakov's ballet-opera, "Le Czar d'Or." It is founded upon one of Pushkin's fairy stories, a story so over-brimming with satire that performance is forbidden in St. Petersburg. Pushkin tells of a King who

surrenders himself to sleep and commits the care of his kingdom to the shrill-voiced golden fool. The King's sons die in battle; the King does not go to sleep again; and when at last he is roused to visit the field of war, and is favoured by a fairy whom he wishes to marry, the golden bird claims the bride as his reward, and the King is driven into the sleep from which nothing will disturb him evermore. The story is weird, the music beautiful, the dresses quaint, and the setting sufficiently grotesque; but the special point of notice is that the leading rôles are doubled—they are danced and sung—a development of most interesting and significant kind. It shows that the art of the dancer is to take its place on even terms with the art of the singer: the musician will cater for both, and the designers of scenery and dresses are no less important than any other contributors to the composite entertainment. Even the chorus has been elevated: the old days when a mere untrained crowd may

have sufficed will not return; the Russians rely upon the active intelligence of every member of their company. If they had done nothing more than this they would have deserved well of opera. The old-time chorus is certainly dismissed, and if the Russians can tell it, so much the better; we are all so tired of those courtly ladies and gentlemen who look as though they had been dragged from their barrel-organs, thrust into ill-fitting clothes more or less tawdry and bizarre, and sent to make a noise unheeded in aid of or in abuse of some rotund soprano or Marquisian baritone.

Satire plays a living rôle in modern Russian work. Stravinsky is a master of it; let his ballet "Petrouchka" bear witness. So, too, will his new opera, "Le Rossignol," founded upon the exquisite fairy story of Hans Christian Andersen. From the time when the fisherman hears the nightingale

by the lake side, and only the kitchen-maid recognises the singer, down to the hour when the nightingale lures Death away from the Emperor of China and sends the dread spirit rejoicing to his kingdom, there is a note of satire dominant everywhere. The gentle note of Andersen is strengthened and made bitter by Stravinsky, who has piled discord upon discord, and employed some of his



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DECORATED WITH A PRIZE ILLUSTRATING INCIDENTS OF ELIZABETHAN TIMES: THE "RALEIGH" ROOM IN THE CARLYLE CLUB—A NEW DEPARTURE IN CLUBLAND. The new Carlyle Club in Piccadilly is as remarkable for its decorations and furniture as it is for the special services which it provides for its members and its general spirit of decoration. The "Raleigh" Room, for instance, which is by Walter and Gilling, commemorates Sir Walter Raleigh and his other great Elizabethan adventures. Their motto-arms are on the windows, and a spirit from depicts incidents of the time of Queen Bess. (Photograph by Campbell Greig.)

instruments in fashion that must make the writers of old-time text-books turn in their graves. Yet, for all his liberties with convention, those who have seen the opera are delighted, and accept it as a further manifestation of the new movement. Stravinsky can juggle with his orchestra in a way possible to only one or two living men, and if he is safe to push legitimate effects over their proper boundaries, much will be forgiven to him. They say in Paris that Mme. Dolrowolska's singing in the name-part attests for many of the extraordinary harmonies in which the musical thought is set. Another work now due in London is Steinberg's ballet, "Midas," in which Adolph Hohen has created the name-part. The story is of the contest between Pan with his pipes and Apollo with his lyre, of the verdict of Midas that Pan's music is best, and Apollo's revenge that saddles the unfortunate musical critic with ass's ears. Musically, the work is extremely well reported.

In the fortnight that opened on Monday last (June 8) Drury Lane proposes to present no fewer than nine novelties

(Continued on next page)

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in opera and ballet, a feat that has no parallel in the history of Grand Opera in this country. A part of "Prince Igor" the first of the new works, has been seen in London before: the strange dances have been presented both at Covent Garden and Drury Lane in detached form.

We must remember that the new works now being given or about to be given in London are mounted in Paris as well so that the musical circles of both cities are becoming familiar with art forms of which only a year or two ago they knew nothing. If the popularity enjoyed in Paris and London is permanent, we are on the eve of enormous changes for the composers of the West will not dare or even wish to ignore the signs of the times; they will cease to pour their new wine into old bottles.

It is well to remember just now that Russian ballet and opera do not exhaust the possibilities of music; they merely amplify them. There were brave men before Agamemnon, and great operas before "Boiss Godounov." The disposition to belittle French and Italian work at this moment is extremely foolish and a little ungrateful, for if we had been forced to wait without opera until the Russians came along we should have been poorly off. People of sane mind will not forget the claims of a well-established operatic form because a new one comes along. They will pause to weigh, to discriminate, and to reflect. There is much loose talk going about just now; it is as though we were advised to kill all our horses because of the advent of the motor-car, or to scrap all motor-cars because the reliable aeroplane is coming very near to us.

#### CITIES AND THEIR PERSONALITY.

THE name of any city with which we are familiar calls up a mental picture, but we do not always recognise that this city has an interesting spirit as well as a distinctive form, a soul as well as a body—in a word, a personality. We may think of Paris as a city of light and pleasure, of London as a city of wealth and commerce, but in this charming volume, "The Personality of American Cities,"

unreasonable to look in a conventional book of travel. Page after page offers some illuminating passage which shows the heart and soul and brain of the place. Mr. Hungerford is critical without, tempering enthusiasm with justice. The opening sentence: "There are more things forbidden in Boston than in Berlin"—and that is saying much," gives promise of discrimination. We understand why the inner cult of the Boston folk are spoken of as "Brahmins,"

and why we never read of this caste of Boston Society in the newspapers. The particular passage relating to Boston not only suggests that the "best people" are very much alike all the world over, but is typical of the author's method. Satire, not too bitter, pen-pictures not too photographic, shrewd *aperçus* into the very souls of the cities, keep the interest of the reader incessantly alert, while untailing humour and descriptive power pervade the whole book. Mr. Hungerford makes us understand America and the American people, their old-world courtesy and dignity as well as their modern bustle and pushfulness. It is no new thing to find an American author writing exquisitely, and in this book we welcome a fine sense of words, keen humour, and appreciation of Nature and humanity; the cities whose "personalities" are presented include New York, Brooklyn, Boston, Philadelphia, Richmond, Baltimore, Washington, Charleston, Rochester, Pittsburgh, Cleveland, Chicago, St. Paul, Minneapolis, St. Louis, New Orleans, San Antonio, Denver, Seattle, San Francisco, Montreal, Quebec, etc. There are many photographic illustrations and a clever etched frontispiece of Madison Square, New York, by E. Horner.



SOLDIERS OF NAPOLEON BURIED IN EGYPT AFTER A HUNDRED YEARS: THE FUNERAL PROCESSION IN ALEXANDRIA. Grim relics of the Napoleonic wars in the West of the bones of French soldiers killed in Bonaparte's Egyptian campaign were recently unearthed near Alexandria. A few days ago the remains were buried with full military honours in the Latin Cemetery at that city. The coffin, covered with the Tricolour, was borne on a British gun-carriage, and the cortege was attended by British, French, and Egyptian officers and officials, Boy Scouts, members of the French community, and detachments of all the British troops.—(Photograph by Universal and Underwood.)

by Edward Hungerford (Grant Richards), the author, writing with intimate knowledge, reveals great cities of the West with a completeness for which it would be

Quebec, etc. There are many photographic illustrations and a clever etched frontispiece of Madison Square, New York, by E. Horner.

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show. The dresses, at once daring and picturesque, deserve a sentence all to themselves.

#### THE IRISH PLAYERS AT THE COURT.

The Irish Players made their rentrée in Sygne's masterpiece of folk-comedy, "The Playboy of the Western World," always a safe card to work on London audiences. Not till the latter end of last week did the management bring out a novelty. This took the shape of a three-act piece of Mr. J. Bernard McCarthy's entitled "The Supplanter." This is a strong, tense drama, turning on diplomacia and the misery in which a victim of the vice may involve his associates. The "supplanter," who is the second husband of an unhappy Irish woman, wrecks her home and ruins the happiness of his steady and ambitious stepson. In his passion for drink he robs his family of the wherewithal for securing food and paying rent, and finally he steals the savings by means of which the lad is counting on quitting his hopeless surroundings and starting under better auspices in America. This puts the finishing touch to the youngster's irritations. There have been furious quarrels before, madened by his loss, he kills the despicable bully, and so we get a story, not too well constructed, but told in natural dialogue, relieved by telling comedy, and here and there in its more tragic scenes admirably simple and direct. Miss Eileen O'Doherty gets real pathos into her portrait of the unfortunate wife; Mr. Fred O'Donovan has a fine burst of passion as the cheated youth; Mr. Sydney Morgan's study of the effects of drink is artistically managed; and, as usual with the Irish company, even the smallest part is well played.

#### A LADY-IN-WAITING TO MARIE ANTOINETTE.

OF the making of books dealing with the period of the French Revolution there is no end, but there is always room for a volume as full of the comedy of life and tragedy of a throne, as is "The Celebrated Mlle. Campan: Lady-in-Waiting to Marie Antoinette, and Confidante of Napoleon," by Violette M. Montagu (Evelyn Nash). The author need not fear that her work will become "focalised in the Arctic Circle of Oblivion"; subject and treatment alike render this

culminating in the tragedies of the Revolution; and later we have curious interviews of Mme. Campan with Napoleon, her pride in being directress of the great Imperial Educational Establishment at Ecouen, the poverty and sadness which marked the last years of her life. Many passages might be quoted, each a little word-picture, clear-cut and convincing, such as Henriette's first meeting with Louis XV., who, when she told him that she spoke only two foreign languages, remarked: "Well, that is quite enough to drive any husband quite crazy!" and went off to his hunting convulsed with his own wit.

It was at one of the *Bien-Aimé's* balls à la mode de chandelle that Henriette met her husband, M. Campan, whose real name was Berthollet; and upon her marriage she was appointed waiting-woman to the Dauphine. We are told *Mesdames* were very popular with bishops in Lent, as they possessed a cook who was renowned for "turning fish into meat." Mention is made of the Queen's extravagance in dress, although it "pales before Josephine's mania for buying new clothes." There is a curious story of a portent: the sudden going-out, one after the other, of four wax candles on the dressing-table of the Empress, quickly followed by the death of the little Dauphin.

The brutalities of the Revolution are vividly described, and there is a pathetic account of the last interviews of Mme. Campan and Mme. Auguste with the King and Queen before their execution. The second part of the volume shows us Mme. Campan as the governess of the Bonapartes, and the stories of Napoleon throw considerable light upon the character of the First Consul: generous, fond of children, and a "lightning" matchmaker. The volume is illustrated with many portraits.



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The earlier holiday movement, which the railway companies and the holiday resorts have co-operated in promoting, has become very popular this year. The Great Eastern, which touches about twenty pleasant seaside places on the East Coast, has provided many facilities, in the shape of excursions and cheap tickets, for the early holiday. Golf at Larkston, Gosport, and Southsea is now much in vogue all the year round; and at Larkston, Southsea, and Looe, musical entertainments have begun earlier this year.

impossible. Whether we are shown the early years of Henriette Genest, who at fourteen was "in danger of becoming a blue-stocking," her introduction to Court life as *laureate* to *Mesdames de France*, the daughters of Louis XV.; her experiences as Lady-in-Waiting to the young wife of the Duc de Berry, afterwards Louis XVI.; or as the governess of the Bonapartes and the confidante of the First Consul, every page reveals phases of life at the French Court—its humors, its follies, its extravagances.



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The EARL OF ROSEBURY (President of the Society) in his Address to the 100th Annual General Court.

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## WILLS AND BEQUESTS.

THE will and codicils of MR. ROBERT HENRY OTTER, of Queenswood, Chertsey, Surrey, who died on March 21, are proved by his sons and Henry N. Abbot, the value of the estate being £145,757. The testator gives £10,000 each to his daughters Janet Catherine and Margaret Isabella; £5000 each to his two sons; £2000 each to the Lincoln County Hospital, the Surrey County Hospital, Guildford, the Hospital for Consumption, Brompton, and the Hospital for Consumption, Ventnor, the Bristol Royal Infirmary, and the Bristol General Hospital; £500 each to the Surrey Convalescent Home for Men, Stalord, the Victorian Convalescent Home for Surrey Women, the Convalescent Home for Surrey Children, the Alexandra Consumption Sanatorium, Davos Platz, and the Bristol Hospital for Women and Children; his property at Goldthorpe, Yorks, and on Mrs. Otter's death the Queenswood estate to his son Robert Edward; his shooting-box, farms, and moorland at Sogworth, Yorks, to his son Francis Lewis; and other legacies. The residue is to be held in trust to pay the income thereof to his wife for life or widowhood, or an annuity of £5000 should she again marry, and subject thereto, as to £1000 each for his three younger children, and the remainder to his eldest son, Robert Edward.

The will of MR. SAMUEL HILSHUP, of 8, Carlos Place, Grosvenor Square, and The Lodge, Holyport, Bray, Berks, a partner in Hillcutt, Symons and Co., 14, Fenchurch Street, who died on April 1, is proved, and the value of the estate sworn at £167,137. The testator gives £20,000

the income from £40,000, and the use of all his real estate, to his wife, and subject thereto such real estate goes to his nephew Frank Charles Lingo; £25,000 to his niece Ethel Venning; £15,000 each to his nieces Nellie Susan and Edith Joseph; £10,000 in trust for Ethel Mamueli; £5000 in trust for Louise L. Home; £15,000 to his sister Adelaide Lingo; £5000 to his sister Emma Joseph; £10,000 to Mrs. Amy Elkin; £15,000 to the Corporation of the City of London for advancement of musical education in connection with the Guildhall School of Music; £5000 to the

Jews' Hospital and Orphan Home; £2850 to other Jewish institutions; many other legacies; and the residue to his nephew Frank Charles Lingo.

LOUIS STRATHCONA, of 28, Grosvenor Square, and Ochden Hall, Essex, who died on Jan. 21 last, has left personal property of the value of £4,651,401 17s. 9d., on which an estate duty of £837,838 6s. 11d. has been paid. The numerous trusts and settlements executed by him are proved in the Scotch form at Edinburgh, by his daughter, the Baroness Strathcona, Mr. John W. Sterling, of Wall Street, New York, and Mr. James Garson and Mr. William Garson, of Edinburgh.

The will (dated March 31, 1913) of MR. CHARLES STEWART HARDY, of Chilton Castle, Canterbury, who died on March 4, is proved by three of the sons, and the value of the property sworn at £112,145. The testator gives £1000 to his wife, and her income is to be made up to £1200, his shares in the Low Moor Company in trust for his eldest son, Charles; £10,000 each to his younger children; £100 each to his nurse, butler, and head gamekeeper; and the residue to all his children.

The will of MR. JAMES CHURCH, of Moorlands Hall, Birkenhead, who died on April 23, is proved, and the value of the property sworn at £90,820. He gives £500 and the income from £12,000 to his wife; £200 each to his daughters and £200 to John Trevelyan. On the death of Mrs. Chur, the sum of £42,000 is to be divided among his three daughters. The residue of the property goes to his three sons.



A CANDIDATE FOR THE DEFENCE OF THE AMERICA CUP ON HER TRIALS: "VANTIER" UNDER SAIL.

The American yacht competing to defend the Cup have been engaged in trials on Long Island Sound, New York. On the 9th "Vantier" beat "Resolute" in a 15-mile race by 50 min. 52 sec. She has a huge spread of sail.

Photograph by Sport and General.



THE FIRST TRIALS OF THE NEW CHALLENGER FOR THE AMERICA CUP: "SHAMROCK IV" IN THE SOLENT.

"Shamrock IV," Sir Thomas Lipton's new yacht built as a challenger for the America Cup, had her first trial run in the Solent for self-strengthening purposes on June 3. Sir Thomas was on board.

Photograph by Turcat.

Jewish Board of Guardians; £1000 each to the London Hospital, St. Mary's Hospital, Paddington, and the Grosvenor Street Hospital for Sick Children; £1000 to the

Oldy, the sum of £42,000 is to be divided among his three daughters. The residue of the property goes to his three sons.

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How to kill and permanently dissolve  
out roots and all.

Reader explains how to prepare and use at home the  
simple new absorption process by which she avoided  
danger and pain of the cruel electric needle.

Why prescriptions, appliances, acids, lotions,  
and similar remedies should be avoided.

To readers of "The Illustrated London News."

At a recent medical conference held in Paris, numerous eminent physicians cited cases which prove beyond doubt that since the discovery of a new and simple absorption process superfluous hair has become as unnecessary as it is repulsive. It was also explained how electrical processes always stimulate hair growth, how pulling with tweezers, and how acids, caustic pastes, and other worthless remedies only affect surface hair, which soon grows again.

Then the distinguished physicians told how anyone can now prepare and use at home a simple liquid which immediately creeps down through hair shaft just as



oil creeps up a lamp Wick, dissolving hair as the liquid is absorbed. Thus the entire hair structure from socket to root and papilla may be dissolved out of existence, so there is nothing to grow again. The liquid acts only upon hair, and is harmless to the most delicate skin and tissues, as a test will quickly prove; but the liquid must not be allowed to touch desirable hair, as I know of no way to restore life to roots thus destroyed.

When I see daily so many women with perfect features who would be radiant beautiful were it not for hideous growths of ugly hair upon lips and chin, I always wish I could tell them how easily they could remove their natural footage of delicate feminine charm and attractiveness.

I shall, therefore, be only too happy to send literature to regard to the preparation and use of the marvelous liquid explained at the conference which it was my privilege to attend. If any woman reader of the Illustrated London News cares to send me her name and address, plainly written, together with a penny stamp for return postage, I shall be pleased to send in plain sealed envelope full particulars without charge of any kind, so women readers can use the new process in the strict privacy of their own bedrooms. Have correspondence brief as possible, and do not write to thank me after hair is destroyed, as my time is greatly limited. I can agree to answer but one person in each family, and correspondence will be considered strictly confidential.

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## THE CHRONICLE OF THE CAR.

## The Tourist Trophy Race.

To the seasoned motorist, full of reminiscences of old-time races in the Isle of Man, it must seem strange that there is so little of interest toward with regard to that revived event, the Tourist Trophy Race, which will

dangerous, and in the absence of serious accident the outcry loses its point. But there does not seem to be any public interest taken in it at all. With a solitary exception or two the dailies are ignoring it altogether, except when there happens to be a minor accident in the practice, and then a five-line paragraph is thought to be quite sufficient. Why is this? Is it that motoring has become so much of a commonplace that there is no more glamour left in the game of racing huge machines at speeds which would have caused our fathers' hair to rise at the mere mention? Or is it that there is no more need for the reliability and speed of the car to be demonstrated through the medium of races on the Island highways? Or is it for the reason that the prize-money has been found by a leading daily journal, the *Daily Telegraph*, to wit, and that the rest are not specially anxious to advertise the fact? I should not like to think the latter, though I have heard it very seriously suggested; but whatever the reason, it is beyond question that the interest is altogether lacking. Of course the technical Press, whose special business it is to look after these things, is doing its best to boom the race, but in spite of that the fact remains that no one seems to care the proverbial two straws about the thing. Which is very disappointing.

## The Influence of Racing.

I am very much inclined to think that a good deal of the want of interest displayed by the general body of motorists towards the Tourist Trophy Race has its origin in the fact that road-racing was allowed to die out six years ago, after the "Four-inch" event. Had it been persisted in during the intervening years, its popularity as a sport, as a spectacle and as a means of advertising success would have grown progressively. Now it is come back in the form of a revival, a resurrection of something which has been dead and been respectfully interred, and its one-time friends refuse to

recognise it as something that is really alive again. I believe there is a good deal more in this theory than meets the eye; else how are we to account for the present apathy? However, I don't know that there is much occasion to worry about the why and wherefore—it is sufficient to record the facts as they exist.

To my way of thinking, it is a great pity that they should be so, for I am by no means of the school which avers that there is nothing more to be learnt from racing. As a matter of fact, it is to racing that we owe the car as we have it to-day, and it is to the lessons of racing that we must look for much of future improvement. To prove the weight of this contention, let us glance for a moment at what some of the Tourist Trophy cars can do. There is the Vauxhall, for instance, whose motor is developing power at some four thousand revolutions per minute. But the reader may say, we do not want the motors of our touring-cars to turn at this enormous speed, so where lies the utility of making an expensive racing engine to do it? The answer to that is that it goes without saying that if a racing engine can be made which will turn at four thousand revolutions for sufficiently long to win a six-hundred-miles' race, without giving any trouble, its makers must have got very close to the absolute solution

(Continued on page 1037)



ON ONE OF THE WORST GRADIENTS WITHIN EAST BEACH OF LONDON  
A 38-hp. METALLURGIQUE SPORTING LIMOUSINE ON ARMS HILL.  
Arms Hill, near Henley, is regarded by many motorists as the worst gradient within easy reach of London, and provides an admirable test of a car's hill-climbing capacity. It was successfully negotiated recently by Mr. Oscar Capper, of Metallurgique, Ltd., on his standard 38-hp. sporting limousine car, as the result of a challenge. It is believed to be the first record car to make the ascent.

be over by the time these lines appear in print. At the time of the "Four-inch" event in 1908 the newspapers were full of it. Generally, it is true, they condemned the whole thing—motor-racing was a deadly dangerous pursuit, without a shadow of justification for its survival—and in some notorious cases an effort was even made to secure august interference in order that the race might be cancelled. Every little mishap which took place during the period of practice was magnified into a catastrophe, and on the day of the race itself at least one leading daily had ten reporters stationed at various parts of the course, with instructions to make the most of all the accidents and practically to ignore every other aspect. Of course, we do not want that sort of interest. Not that it matters much, because the records go to show that a well-organised, well-managed road-race is no more dangerous a form of sport than steeplechasing—or at least, very little more



TWENTIETH AND FOURTEENTH CENTURY PRODUCTIONS SIDE BY SIDE: A WOLSELEY CAR BY THE WHITE FRIARY GATEWAY AT STAMFORD, BUILT IN 1900.

Many motorists pass through a part of Stamford on their way north, but the old city, which contains many historic buildings, deserves more attention than is usually devoted to it. The car in the photograph is a 16-hp. Wolseley Torpedo Phaeton.

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TALBOT

Gliding smoothly—noiselessly—in the restful comfort of this well-sprung car, while Summer unfolds a kaleidoscope of views at every mile, is to know the true enjoyment of touring at its BEST. The new streamline Talbot is a car of perfect comfort to ride or drive, in which touring can never become tiring.

Derwent-water.

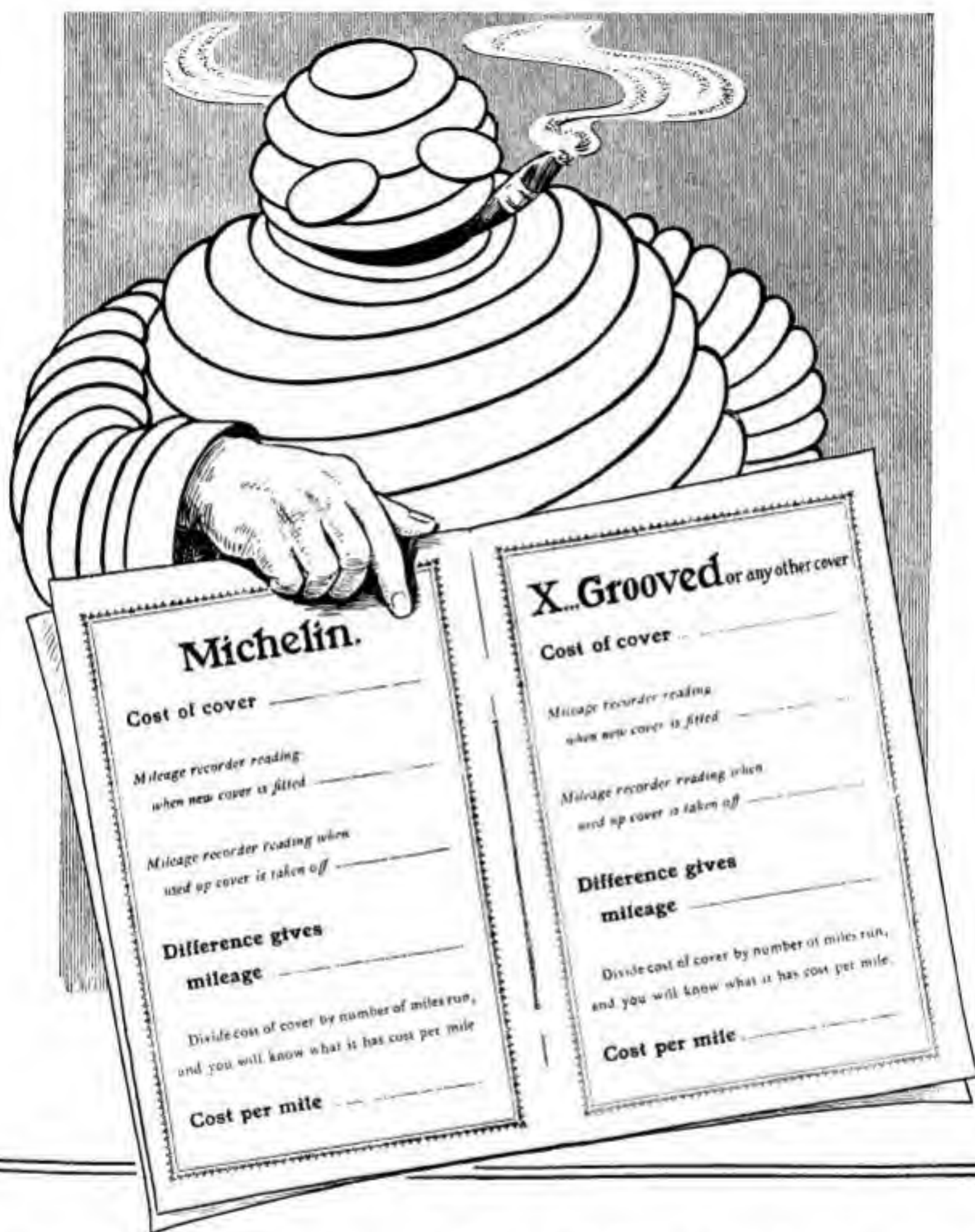
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of the problem of perfect mechanical balance, having on the way learnt a whole lot about the lightening of reciprocating parts and the elimination of internal friction. Then, to achieve the speeds of which these cars are capable commotes a great deal of scientific study, and successful study at that, of carburation and of lubrication. Also, almost infinite attention must have been paid to the design and putting together of the transmission system. In fact, there must have been given to every single detail of the car, down to the last nut and bolt, the most careful and painstaking attention. Now, if that attention results in the production of a car which will cover the Isle of Man circuit in thirty-six minutes—or at a speed of over sixty miles an hour—as one of the Sunbeams has already done, it argues that it has



OF SPORTING TYPE: A 20-22 H.P. FLAT-TORPEDO.

At the wheel is Mrs. Lloyd, of Broadway, Weymouth.

say that we should now be stationary at a point which was reached seven years ago.

**Why Racing Scores.** There is an argument I have sometimes heard advanced, which is to the effect that the constructor can, if he be so minded, carry out all his own experiments and test his

engines or his complete chassis to destruction, and thereby gain the same knowledge that would come as a result of actual racing. That argument, to my mind, will not hold water for an instant, for the reason that, however conscientious the individual may be in his tests, there must always be absent the impetus given by the desire to show up better than a competitor. That counts for a very great deal, since it impels everyone to take the last chance, to strive to get the last ounce out of everything; whereas when the element of competition is absent the individual will generally stop short of the ultimate point—he will not risk things which he feels will probably succeed, but of which he knows there is a doubt. But when the stress of competition, or the preparation therefor, is upon him he will go the whole



OF SPORTING TYPE: A 42-48 H.P. ROCKET-SCHNEIDER TORPEDO.

One of the latest products of the famous French firm, this car has remarkable speed and hill-climbing powers.

all resulted in a car which is very much nearer to mechanical perfection than the racing vehicle of a year ago, which was not capable of coming anywhere near such a performance. So much we may take as read, but it is all futile unless the lessons which are learned by the constructor during the time he is building, testing, and racing his car can be applied in part at least to the design of his touring vehicles. But we know that these lessons are so applied, and we know also that it is due to the application of these lessons that the touring car of to-day is faster, more silent, more dependable than its forerunner of even a couple of years ago. I do not say that the same, or nearly the same, results would not have been achieved by experiment and research along strictly touring-car lines, but I do contend that it would have taken far longer to get to the same point. In fact, without racing, I should



A FINE EXAMPLE OF MAYTHORN BODY-WORK: A THREE-QUARTER LANDAULETTE ON A SIX-CYLINDER MOORELEY-DEASY.

The accommodation for luggage is specially suitable in this car, which was supplied through Messrs. R. E. Hale and Co., of Newington-Tyne, to a customer in the North. The workmanship is by Messrs. Maythorn, of Bognor.



A HONEYCOMB CAR: A 30-40 H.P. TWO-SEATED SHEFFIELD-SIMPLEX.

The car has been taken abroad for a honeymoon tour on the Continent by Mr. Noel Simpson and his bride, who were recently married at St. George's, Hanover Square.

hog—and generally succeed, and learn while he is succeeding. Let me give an instance of how this works out. Speaking from memory, I do not think that any one of the "Four-inch" racers had steel pistons. Constructors were agreed that light reciprocating parts were desirable, but they were more or less afraid of setting a steel piston to work in a cast-iron cylinder, so they made long-stroke engines, with a high compression, and asked "push" to do what the modern designer gets through piston-speed. Then came the constructor who, to get better balance and more power, adopted the light steel piston. It succeeded at once, and we came from the ill-balanced comparatively slow-running motor with heavy iron pistons to the light, skilfully running racing engine of yesterday; what time the lessons learnt were being adapted to the touring engine.



## An Oakland in Oakland.

A fine car in an equally fine setting. Nothing could typify the characteristics of the Oakland car in a more picturesque or truthful manner. Sturdy and enduring, the Oakland is an ideal car in every respect. A finer car for summer touring is not obtainable.

### The 15-20 h.p. Two-Seater

is the best equipped and most modern two-seater extant. Fitted with DELCO SELF-STARTING, LIGHTING & IGNITING SYSTEM, all accessories, and coachwork equal in elegance and finish to the best European productions, it unquestionably offers the

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15-20 h.p. OAKLAND TWO-SEATER.



# 500 Miles' Race

INDIANAPOLIS  
U.S.A., May 30 1914

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were fitted to the FIRST, FOURTH, and SIXTH cars.

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Winner's time, 6 hours 3 minutes 43 seconds, equal to over 84 miles per hour, the highest speed yet attained in a long-distance race.

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Then, some genius thought that he could go one better by making his pistons of aluminium for the sake of getting them lighter still. They broke up, as they might have been expected to do; but the experiment had been tried and had succeeded up to the point at which it was discovered that aluminium was not the metal of which to make pistons. Experiments were then made with aluminium alloys, of which "Duralumin" is an example; and to-day pistons, light as a feather, are being made of

doctrines holds the minds of the R.A.C. executive that the British manufacturer, or that section which believes in the virtue of reliability trials, has to go abroad to find what it wants. Five British firms figure in the entry list for the Alpine Trial, conducted by the Austrian Automobile Club. These are the Armstrong-Whitworth, Austin, Vauxhall, Singer, and Wolseley firms, and in addition there will be at least one Rolls-Royce, which, I believe, is privately entered. Incidentally, the Singer Company is sending one of its "light" cars which did so well in the Harrogate Trial. It will be very interesting to watch the performance of this little car and to see if the tenacity—for it is nothing less—of the entrants will be justified. The trial is a most severe one, covering over eighteen hundred miles of the heaviest roads in Austria in eight running days, and including the climbing of most of the negotiable passes in the Austrian Alps.

In addition to the British contingent, there is quite a notable entry of American cars well known in this country. Three Cadillacs, three Overlands, and a Chevrolet will compete, and, I should say, will do well. The trial starts from Vienna on June 14, finishing at the



SOLD, WITH FULL EQUIPMENT, FOR £450: A 157 TWO-SEATED ARMOL-JOHNSTON COUPE. The car is fitted with an electric-lighting and starting apparatus, and full equipment.

second, third, fourth, and sixth places. When it is remarked that the winner's speed over the 300 miles worked out at over 62 miles per hour, it will be gathered that the Palmer tyre put up "some performance."

**The Irish Light Car Trial.** In the matter of assessing the value of trials and races, the motorist must always be careful to examine in detail the nature of the test, so far as is possible for him to do. For example, in comparing the results of the R.A.C.



A FORMIDABLE GROUP: SOME WELL-KNOWN RACING CARS AND THEIR DRIVERS. From left to right in the photograph are Mr. D. Rosta (in car); Mr. A. Lee-Gunn (in car); Mr. T. Curzon, Managing-Director of the Sunbeam Company; Mr. Bath, Director of the Sunbeam Company; Mr. K. Lee-Gunn (in car); and Mr. L. Casteln (in car).

such alloys. They are not in general use, even in racing engines; but the point is that they are used, and are perfectly practical—and it is racing that has demonstrated that they are. So with many other details of the car, which it would only weary the reader to discuss. All I desire is to make clear the point that racing is by far the best school of design and, from that point of view, I cannot help regarding it as being a great pity that interest in the game seems so wanting.

#### The Alpine Trials.

From racing to reliability trials is not a very far cry, for what the first is to development, so is the second to the finished product which results from the lessons of the former. I attended a dinner the other night at the R.A.C., given to mark the successful conclusion of the Light Car Trial, and I must say that it was with considerable astonishment that I heard the Hon. Arthur Stanley, the chairman of the club, enunciate the heresy that it is no longer necessary to hold trials of the larger classes. By inference, he allowed it to be understood that the large car is now so perfect that nothing more remains to be tested, nothing remains to be discovered, which can usefully be done through the medium of trials. It is because, apparently, this

same point on the 25th.

#### Palmer Tyres at Indianapolis.

Apparently, the Palmer tyre has made for itself a good name on the other side of the Atlantic as it enjoys over here. For I notice that it was very largely used by the cars taking part in the recent great race on the Indianapolis Speedway. The results were in way of a Palmer triumph, for the famous cord tyre carried the cars round with it into first.



TO TAKE PART IN THE ALPINE TRIALS: THREE CADILLAC CARS.

One of the three Cadillacs in the Alpine Trials is to be driven by Mrs. J. Beeton, who will be the first English lady entrained to take part in this severe test. (Photograph by J. J. J.)

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An idea of the interest which "The Last Word" possesses for the car buyer is given by the letter reproduced on this page.

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Letter No. T.F. 129

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